



# San Joaquin Valley Regional Policy Council

c/o Fresno Council of Governments – 2035 Tulare St. #201-Fresno, CA 93721  
Phone: 559-233-4148 Ext. 200 Fax: 559-233-9645

**Chair**  
Mayor Bill Spriggs  
City of Merced

**Vice-Chair**  
Supervisor Allen  
Ishida  
Tulare County

**Fresno Council of  
Governments**

**Kern Council of  
Governments**

**Kings County  
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**Madera County  
Transportation  
Commission**

**Merced County  
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Governments**

**San Joaquin  
Council of  
Governments**

**Stanislaus Council  
Of Governments**

**Tulare County  
Association of  
Governments**

## Meeting Agenda Friday, March 25, 2011 Time: 10:00 a.m.

Fresno Council of Governments  
Sequoia Room  
2035 Tulare St  
Fresno, California 93721

*Toll Free Number: 1-877-455-8688  
Participant Code: 278933*

### APPROVAL OF MINUTES

1. December 15, 2010 Policy Council Meeting (*enclosure*)

### DISCUSSION ITEM

2. *Discussion with Congressman Denham's District Director Bob Rucker regarding transportation policies and funding for the San Joaquin Valley* B. Spriggs

### INFORMATIONAL ITEMS

3. California Partnership for the (*enclosure*) M. Dozier  
San Joaquin Valley
4. High Speed Rail J. Abercrombie
5. Short Haul Rail T. Smalley
6. State Route 99 Bond Savings Project List T. Boren
7. Interregional Goods Movement M. Sigala
8. 2010 California Regional Progress Report (*enclosure*) M. Sigala

### DISCUSSION/ACTION ITEMS

9. SJV Blueprint Roadmap (*enclosure*) B. Steck/  
*Receive SJV Blueprint Summary, Guidance Mintier Harnish  
Framework, and Planners Toolkit*

10. Regional Planning Agencies A. Ishida  
*Updates on Recent Sacramento and Washington D.C. Advocacy Trips*
11. VLAC D. Barth
- Valley Voice Feedback (*enclosure*)
  - Support Letter for California Partnership
  - Valley Voice – Washington D.C., September 14 & 15, 2011
  - New Legislation
12. Support for the Central California Railroad Authority (*enclosure*) R. Phipps
13. San Joaquin Valley USDA Rural Definition (*enclosure*) P. Boyer  
*Support for H.R. 760*

#### **OTHER ITEMS**

14. Policy Council Member Comments
15. Public Presentation for Items Not on Agenda. This portion of the meeting is reserved for persons wishing to address the Committee on items within its jurisdiction but NOT on this agenda. Unscheduled comments may be limited to 3 minutes. Note: The general public may comment on listed agenda items as they are considered.

**Next Proposed Policy Council Meeting: June 24, 2011.**

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# San Joaquin Valley Regional Planning Agencies Policy Council

c/o Merced County Association of Governments – 369 W. 18th St. – Merced, CA 95340  
Phone: 209-723-3153 – FAX 209-723-0322

## REGIONAL POLICY COUNCIL

### Executive Minutes

Thursday, October 7, 2010

1:30 pm

Item 1

Merced City Hall  
Sam Pipes Room  
678 W. 18<sup>th</sup> Street  
Merced, California 95340

Toll Free Number: 1-800-325-1307  
Participant Code: 522436

#### Members Attending:

Judy Case, Supervisor, County of Fresno, Fresno COG  
Mike Nelson, Supervisor, County of Merced, MCAG  
Bill O'Brien, Supervisor, County of Stanislaus, StanCOG  
Stephen Debrum, Councilmember, City of Manteca, SJCOG  
Joe Oliveira, Mayor Pro Tempore, City of Gustine, MCAG  
Paul Boyer, Councilmember, City of Farmersville, TCAG  
Allen Ishida, Supervisor, County of Tulare, TCAG  
Amarpreet, Dhaliwal, Mayor, City of San Joaquin, Fresno COG  
Anne Johnston, Mayor, City of Stockton, SJCOG  
Bill Spriggs, Mayor, City of Merced, MCAG  
Sayed Sadredin, Executive Director, SJVAPCD

List of Other Attending: Appendix A

#### 1. Approval of Minutes

Bill Spriggs, Chair, opened the meeting – Introductions

October 7, 2010 Policy Council minutes approved by consensus.

#### 2. Discussion with California Air Resources Board Member Ms. Dorene D'Adamo regarding Green House Gas Targets for the San Joaquin Valley – DISCUSSION – B. Spriggs

Ms. D'Adamo introduced herself to the group and proceeded to talk about the California Air Resources Board's decision to adopt the 5% and 10% GHG targets for the valley. They will revisit the issue in 2012 and hope to come to a fruitful agreement for all parties involved. Mayor Dhaliwal asked how the modeling produced by some of the COGs was received to which Doug Ito, chief of the Air Quality and Transportation department of CARB, was available for response.

Mr. Ito informed everyone that there weren't necessarily overarching concerns over the modeling, but that the existing modeling did not reflect SB 375 strategies as well as they could. Ms. D'Adamo recognized that there is a significant divergence in GHG target reductions between the valley and its neighbors. Mr. Ito stated that they were to be more involved in the technical aspects of looking at the issue at hand.

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Mr. Sadredin pointed out that due to the valley's planning cycle, they have started with a much lower GHG footprint, 10-18% better per capita on baseline than the nearby regions. He felt this should be a bigger part of the conversation. He noted that the valley was unable to present a unified recommendation until a very late stage recommendation was given. He stated that it was very important to work more closely together and negotiate with each other more.

Councilman Boyer asked about the modeling for looking at the target numbers in 2012. Mr. Ito responded that the modeling is aimed at looking at how the valley wants to grow and where. The major MPOs had invested a significant effort in their modeling that the valley was not capable in focusing the same type of effort. From a technical standpoint the outcome must be consistent as well as realistic. They need to have clear concise results that should be less focused on the disparity and more on where the valley is going.

Supervisor Case asked how to better engage with CARB and have the region's voice be stronger. Ms. D'Adamo responded that they need to use their representatives as well as herself more. Mr. Spriggs asked if a letter requesting reappointment to the board would be useful to which she responded that it would. Mr. Andrew Chesley pointed out that the valley COGs needs to work hand in hand with the air district. Over the next 18 months and the reassessment, stronger relationships must be cultivated with CARB board members, the directors of the MPOs, and the valley representative. Staff from CARB need to treat the valley the same as the other larger metropolitan areas throughout the state because they did not in previous meetings.

Supervisor Case asked whether or not Policy Council should add the representative from the valley air district. Supervisor Case made a motion to direct the COG directors to come together and have a unified voice and have the CARB director for the valley be a member of the Regional Policy Council. Mayor Anne Johnston seconded the motion and it passed unanimously.

### **3. SJV Blueprint – INFORMATION – T. Webster**

Mr. Tom Webster updated the group on SJV Blueprint progress. The summary document is in draft form and is currently being reviewed. The implementation strategy, which sets the stage for where it goes from the Blueprint's current state, will be in draft form to the directors and internal staff by the end of the week. The tool kit has had some setbacks on the development of the website and is expecting a mid-January beta version for review

### **4. Sustainable Communities - Prop. 84 – INFORMATION – T. Webster**

Mr. Webster informed everyone that the Prop 84 application the valley put in for was awarded \$1 million of the \$2.5m requested. There was tremendous support for the program and can be competitive in the next two funding cycles. It was suggested at a staff level to pull the program apart, vet it, and phase it with the next two funding cycles. Department of conservation was impressed that there was interest in a Greenprint. One piece was the Resources for Small Communities and the 2<sup>nd</sup> piece of that 1<sup>st</sup> portion was developing the SCSs. He informed the group that they will continue to work with staff to ensure the reworked deliverables mesh well with the staff.

## **ITEM 1 WAS REVISITED**

Supervisor Case wanted to revisit the minutes from the previous discussion. She noted that the minutes regarding the CARB representation were more directed at individual than process, she requested that they be amended to reflect the process than the individual. Councilmember Debrum made the motion, Supervisor Nelson seconded and it passed unanimously.

## **5. California Partnership for the San Joaquin Valley – INFORMATION – M. Dozier / B. Steck**

Ms. Stacie Dabbs updated the group on the California Partnership for the San Joaquin Valley. In October they received \$4 million for their Smart Valley Places application, the larger of the two awards in California. The partnership added a job for a project coordinator and is excited to have the Policy Council as a partner on the effort. They voted to expand the partnership to include a member from each of the partners to be on the executive committee. They are looking to launch in January. Ms. Barbara Steck will represent the Policy Council in an intense crash course of the latest smart growth ideas at Harvard University in January.

Ms. Steck informed everyone that Mr. Ted Small and Mr. Barry Hibbard are spearheading the newly combined LUAH and Transportation working groups. A question was raised concerning the new governor and the future of the partnership, Ms. Dabbs responded that there is no concern over the executive order being revoked for the California Partnership.

## **6. High Speed Rail Update – INFORMATION – C. Bowen**

Ms. Carrie Pourvahidi, chief deputy executive director for Administration and Finance, gave the update as Ms. Carrie Bowen is now the District 10 director for Caltrans. She expressed their excitement that the project will be starting in the valley. Staff at the CHSRA are currently putting together a report for their next steps and are looking at extending the alignment south of Bakersfield. Monies are contingent upon the environmental process and it needs to be completed by the fall of 2011, she urged the groups support on this effort.

The Altamont pass preliminary reports should be completed in February and they are revising the schedule for the environmental process accordingly. In regards to the Sacramento to Fresno section, the preliminary alternative analysis should be done sometime in spring. Fresno to Bakersfield and Merced to Fresno are set to circulate environmental documents. Design and mitigation meetings are anticipated for January 2011.

Supervisor Case asked if the rail authority is looking at ways to get it closer to existing facilities. Ms. Pourvahidi responded that it comes down to more of an engineering perspective. It is critical when trying to run 220 mph in the corridors while being conscientious of the impacts and mitigate any negative impacts. Supervisor Allen Ishida asked if they had contacted PG&E in Kern as they are starting a major transmission line project and that it may help to share that part of the right of way. Ms. Pourvahidi said she would take it back to the CHSRA. Mayor Spriggs expressed concerns that residents of the North Valley may be feeling a little left out of the process. Ms. Pourvahidi responded that Merced is part of phase I and as stated in the board meeting that there were some independent utility challenges.

## **7. Short Haul Rail Update – INFORMATION – T. Smalley**

Supervisor Ishida informed everyone that they are continuing to negotiate with Union Pacific for the right of way for the 30 miles of Strathmore to the Kern County line. They were informed that week that Rail America, operator on the line, were considering a \$720 surcharge per car that would like to ship through BNSF. The route to BNSF is the east route that the County is trying to preserve. Some of the users can't afford the surcharge which creates a problem since they don't have the option to use Union Pacific. BNSF is taking rail service over in Bakersfield. The County's main goal is to protect the shippers on the line and promote business. It appears that Rail America is trying to move to be the largest user, which would cut off the line from the center of Tulare to Kern County. Union Pacific came in to negotiate with the customer and it sounds like they're trying to kill the line to make a monopoly in the valley.

Mr. Rob Ball noted that Kern has completed a short haul rail study and are ready to move into the next phase. They have two other studies, one of which is a marketing study that could lead into more local support for a rail association or something in the SJV. Supervisor Ishida stated that they are looking legislatively to form a rail commission through the SJV.

## **8. State Route 99 Bond Savings Proposal – Information – T. Boren**

Mr. Tony Boren updated everyone on the latest for the State Route 99 Bond Savings Proposal. They have four relatively solid projects with a fifth in Kern. The guiding principles for the projects are in the packet and the prioritized part needed more discussion. The directors of the MPOs need to identify a prioritized list for this issue, which has not been conducted yet.

Supervisor Mike Nelson informed everyone that he needed to leave at this point and that he had a pleasure working with the group.

## **9. Interregional Goods Movement – INFORMATION – T. Boren**

Mr. Michael Sigala informed the group that the valleywide application was awarded by Caltrans after their initial application the previous year. The planning process will result in a process to determine the future of goods movement processes in the valley. A team of staff members and Caltrans members has been compiled to help choose the consultant and draft the RFP. It is a \$635,000 project of which half will come from the COGs.

## **10. Approve 2011 Legislative Platform – DISCUSSION – T. Boren**

Ms. Dianne Barthe asked for approval of the 2011 legislative platform and noted that there were a few minor changes to it. Mayor Johnston moved to approve the legislative platform. Councilmember Debrum seconded it and it passed unanimously.

**11. VLAC – DISCUSSION – D. Barth / C. Lehn**

MS. Barthe wanted to note the trips for Sacramento on February 2<sup>nd</sup> and 3<sup>rd</sup>. Kern is helping coordinate heavily on the sacramento trip and meetings are being sought with the Attorney General's office and the Strategic Growth Council with Heather Fargo.

Supervisor Case noted that SJV Air Pollution Control District's board meeting may conflict with the September DC trip.

**12. SJV Regional Policy Council Administration – DISCUSSION – M. Sigala**

Mr. Sigala pointed out that the website for the Regional Policy Council is up, they have a newsletter, and the packet includes the next calendar year.

**13. Other Items**

Councilmember Boyer noted that his item regarding USDA rural funding was postponed for the next meeting.

**14. Public Comment**

No comments by the public.

There being no further business, the meeting was adjourned.

Respectfully submitted,

Tony Boren  
Chair, SJV Regional Planning Agencies' Directors' Committee

Others Attending:

Dorene D'Adamo, California ARB Board Member  
Virginia Madueno, Mayor of Riverbank  
Carrie Pourvahidi, CHSRA  
Bryn Forhan, CHSRA  
Stacie Dabbs, CA Partnership  
Tom Jordan, SJVAPCD  
Doug Ito, California ARB  
Matt Machado, Stanislaus County  
Ken Baxter, Caltrans  
Christine Cox-Kovacevich, Caltrans  
Tony Boren, Fresno COG  
Ted Smalley, TCAG  
Terri King, KCAG  
Jesse Brown, MCAG  
Tom Webster, Fresno COG  
Barbara Steck, Fresno COG  
Barbara Steck, Fresno COG  
Patricia Taylor, Madera CTC  
Rob Ball, Kern COG  
Andrew Chesley, SJCOG  
Dianne Barthe, SJCOG  
Tanisha Taylor, SJCOG  
Vince Harris, StanCOG  
Carlos Yamzon, StanCOG  
Michael Sigala, SJV Coordinator/Sigala Inc  
Nathan Wahl, SJV Coordinator/Sigala Inc



## **FRESNO STATE CONNECT – RURAL DEVELOPMENT CENTER**

### *Connecting Everyone to Opportunity*

#### **NEED: PROFILE OF A STRESSED REGION**

California's San Joaquin Valley (SJV) comprises eight counties—Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Tulare—that account for a growing population of 3,880,304 with 47 percent Hispanic. Within the eight-county region, there are 46 incorporated small rural cities with populations under 50,000. The 731,127 residents in these communities comprise 18 percent of the total population in the Valley.

One-quarter of California's total population live in unincorporated communities. There are 220 low-income unincorporated communities in the eight-county region, which is home to 1,090,468 people, or 27 percent of the SJV's total population.

The SJV remains one of the most stressed regions in the country with 45 percent of its population living in small and rural communities under 50,000.

In a 2010 study, the Associated Press Economic Stress Index (APESI) revealed that seven of the SJV's eight counties were among the top 20 stressed counties in the nation. Index scores were determined using a county's bankruptcy rate, along with the foreclosure and unemployment rates. A county is considered stressed if it receives an index score exceeding 11. All but one SJV county had index scores above 22.

The SJV has been one of the hardest hit regions with the national home foreclosure crisis. The region is home to 4 of the 10 cities in the country with the highest home foreclosure rates. With 1 in 8 homes foreclosed, the North SJV cities of Modesto, Merced and Stockton respectively rank 4, 5 and 7 nationally. The City of Bakersfield in the South SJV ranks 9 nationally with 1 in 9 of its 268,989 housing units in foreclosure.

The SJV also has some of the highest unemployment rates in the country. The unemployment rates as a whole are largely reflective of the even higher rates in small rural communities. According to the California Employment Development Department, as of December 2010 the SJV experienced an unemployment rate of 17.4 percent, 5.1 percent higher than the State unemployment rate of 12.3 percent and 8 percent higher than the national rate of 9.4 percent. Small and rural communities in the SJV fare much worst, with some communities experiencing unemployment rates upward of 40 percent (Mendota, 43 percent). Moreover, the U.S. Department of Labor reported in January 2010 that the San Joaquin Valley accounts for 6 of the 10 metropolitan areas with the worst unemployment rates in the country.

Furthermore, a disparity exists between per capita income in the SJV and California as a whole. In 2009, the U.S. Department of Commerce reported an average per capita income of \$27,885 for the State of California. The average per capita income for SJV was 32 percent lower at \$18,834.

**Figure 1. San Joaquin Valley vs. State of California**

Indicator	CA	SJV	Year
Unemployment (%)	12.3	17.4	December 2010
Per Capita Income (\$)	27,885	18,834	2009
Median Household Income (\$)	58,925	44,947	2009
Population Living in Poverty (%)	14.2	20	2009

Regarding median household income, the SJV was also at a disadvantage to the rest of the State. The U.S. Census Bureau reported in 2009 that California's median household income was \$58,925. The SJV's median household income was 24 percent lower at \$44,947. The SJV also had more of its population living in poverty in 2009. According to the U.S. Census Bureau's Small Area Income and Poverty Estimates, 20 percent of the SJV's total population was living in poverty. The comparable statistic for the State was 14.2 percent. With limited resources, this is the grim reality that confronts this region.

Lastly, the SJV has also faced inequitable investment by private industry and Federal and State governments. The regional neglect of investment is highlighted by the U.S. Census Bureau's Consolidated Federal Funds Report which shows that per capita funding for the eight-county SJV (\$6,038.48) in 2009 was 42 percent below the U.S. average (\$10,395.56) and 35 percent below the California State average (\$9,360.24).

The SJV is confronting circumstances that undermine quality of life in the region. In view of the calamities described above, the dire need for a resource center such as the Fresno State Connect-Rural Development Center (FSC-RDC) is evident.

## **THE VALUE OF FSC-RDC**

### **Rationale**

The recent economic downturn, and a lack of investment, has left many small and rural communities with depleted resources to carry out projects that are essential to their infrastructure, economy, and overall quality of life. As it is often the case, the lack of resources and personnel preclude available staff from executing the essential tasks. Therein lays the significance of the FSC-RDC: to provide small and rural communities across the eight-county SJV (targeted communities) a consolidated one-stop clearinghouse for accessing technical assistance and project management services for a variety of community needs. The FSC-RDC will connect these communities to myriad of indispensable expertise and resources to ensure that these predominately impoverished communities' needs are met efficiently, effectively and affordably.

### **Origins and Functionality**

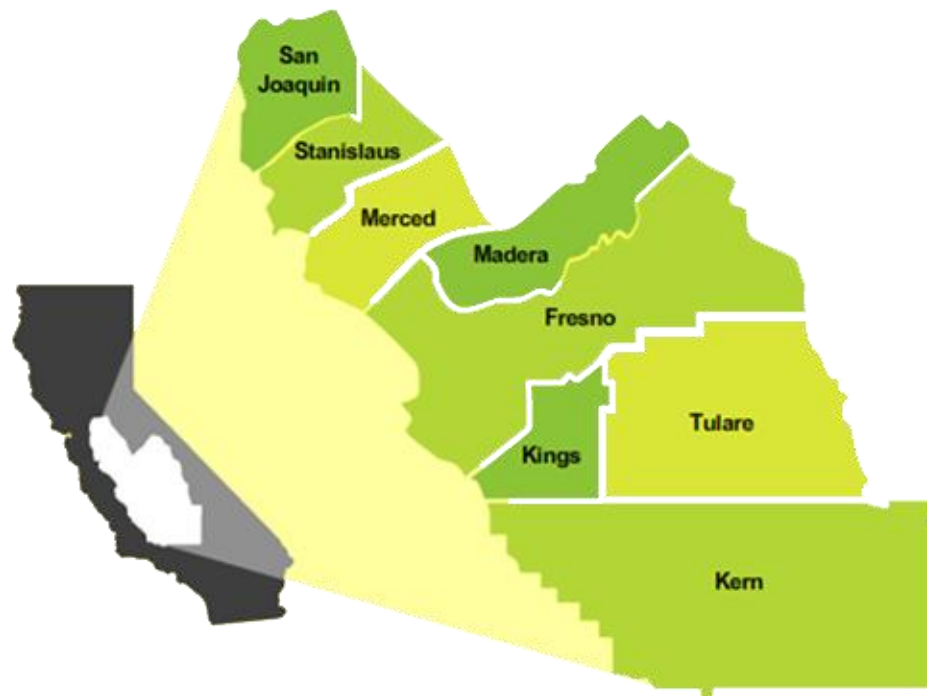
The concept for the FSC-RDC began in April 2010 with the establishment of the Fresno State Connect (FSC) program. The FSC-RDC is aligned with the principal of public service that is a pillar of Fresno

State. The Office of Community and Economic Development (OCED) serves as the administrator for the FSC-RDC. OCED processes service requests from targeted communities and refers them to appropriate on-campus and off-campus partners. After OCED conducts the referral, the target community and RDC partner negotiate terms of service. A record of all RDC activities is kept by OCED using an intranet website. Attachment A provides an illustration of the FSC-RDC's functionality. Attachment B provides descriptions for each of the FSC-RDC committed partners.

### **Role of the Small Communities Network**

The Small Communities Network (SCN) is a consortium of small and unincorporated rural communities throughout the SJV who share resources, information, and expertise to solve each others' community needs. All FSC-RDC partners will collaborate closely with the SCN to both solicit and receive project requests from targeted communities. All FSC-RDC partners will actively promote its services and resources through SCN mediums. Aside from receiving service requests from targeted communities themselves, FSC-RDC partners will also receive referrals from the SCN on behalf of its members. All RDC partners, however, will also take a proactive approach in reaching out to targeted communities to determine, from them, what the nature of their needs are and what terms of service should look like.

**Figure 2. Boundary Map of San Joaquin Valley**



**Note:** The FSC-RDC will foster collaboration among eight counties and provide services to targeted communities in an area that is larger than the State of West Virginia (27,515.4 square miles)



## **FRESNO STATE CONNECT – RURAL DEVELOPMENT CENTER**

*Connecting Everyone to Opportunity*

### **RURAL OUTREACH**

As the Secretariat of the Partnership, the Office of Community and Economic Development (OCED) at Fresno State, has facilitated the development of the Rural Development Center (RDC). The RDC is a key component of the Fresno State Connect (FSC) program created by OCED to provide a link between the University and the community at large. The RDC is aligned with the principal of community outreach that is a pillar of Fresno State. The RDC is currently made up of the following on-campus and off-campus partners:

#### **On-Campus Partners:**

- CEREC: Center for Economic Research and Education of Central California
- CMP: Lyles College of Engineering, Construction Management Program
- CRPC: Community and Regional Planning Center
- CWI: California Water Institute
- HHS: College of Health and Human Services
- Lyles Center-TCP: Lyles Center for Innovation and Entrepreneurship-Technology Commercialization Program
- OCED: Office of Community and Economic Development
- UBC: University Business Center

#### **Off-Campus Partners:**

- CALED: California Association for Local Economic Development
- CCRH: California Coalition for Rural Housing
- CITD: Center for International Trade Development
- CVBI: Central Valley Business Incubator
- FAHCC: Fresno Area Hispanic Chamber of Commerce
- FCOG: Fresno County Council of Governments
- RCAC: Rural Community Assistance Corporation
- SHE: Self-Help Enterprises
- USDA-RD: US Department of Agriculture-Rural Development

Representatives from each of the current RDC partners have been meeting once a month, since October 2010, to continue planning the development of the RDC. The Fresno State departments and off-campus organizations associated with the RDC have committed their ongoing partnership to provide specific expertise to rural communities of the San Joaquin Valley. Despite the lack of current funding, the RDC has already begun to provide services to rural communities, such as Biola, Firebaugh, San Joaquin and Tranquillity in rural Fresno County. OCED serves as the administrator of the RDC. It processes service requests from targeted communities and refers them to on- and off- campus partners best suited to service the request or need. At that point targeted communities will work directly with RDC partners to determine

the scope of work. All service being provided by any and all RDC partners is being documented using an internal RDC intranet site. Attachment A provides an illustration of the RDC's functionality, while Attachment B offers descriptions of each of the RDC committed partners.

OCED also is supporting the efforts of the Small Communities Network (SCN). Established in 2009, The SCN is a consortium of small and unincorporated rural communities throughout the SJV who share resources, information, and expertise to solve each others' community needs. OCED is working closely with the SCN to plan the organization's next workshop on February 25, 2011 in the rural community of Livingston (Merced County). The workshop's purpose is to introduce the RDC partners and their resources/services, while providing SCN members an opportunity to share their needs with the RDC.

OCED has worked on several grant applications to fund the RDC activities, which include:

- **USDA Rural Business Enterprise Grant (2010, not awarded)**  
Purpose: Implement the Rural San Joaquin Valley Community and Economic Development Plan for SJV rural communities that are members of the Small Communities Network.
- **HUD Hispanic Serving Institutions Assisting Communities Grant (2010, not awarded)**  
Purpose: Establish the infrastructure for the RDC and provide funding to associated partners for initial service contracts with SJV rural communities.
- **USDA Rural Community Development Initiative (2010, pending)**  
Purpose: Implement the Pathways to Rural Economic Progress-San Joaquin Valley: An Integrated Housing and Economic Development Capacity-Building Project for rural communities.
- **HUD Rural Innovation Fund (2011, pending)**  
Purpose: Provide housing and economic development assistance to Goshen, a census designated place in Tulare County.
- **USDA Agriculture and Food Research Initiative—Foundational Program: Agriculture Economics and Rural Communities (2011, pending)**  
Purpose: Promote development in the rural communities of the SJV through entrepreneurship, small business development and the facilitation of technical assistance via the Rural Development Center.



## **FRESNO STATE CONNECT – RURAL DEVELOPMENT CENTER**

### ***Connecting Everyone to Opportunity***

#### **Small Rural Cities**

There are 46 incorporated small rural cities in the San Joaquin Valley with populations under 50,000. Many of these cities are members of the Small Communities Network. The Fresno State Connect-Rural Development Center will reach out to these cities directly or through the Small Communities Network.

#### **Unincorporated Rural Communities**

One-quarter of California's total population lives in unincorporated communities. There are 220 low-income unincorporated communities in the eight county San Joaquin Valley region, which is home to 1,090,468 people, or 27 percent of the San Joaquin Valley's total population. Many of these communities have representation in the Small Communities Network. The Fresno State Connect-Rural Development Center will reach out to these communities directly or through the Small Communities Network.

#### **Rural Special Districts**

Special districts deliver highly diverse services including water, closed captioned television, mosquito abatement, and fire protection. Most special districts serve just a single purpose, such as sewage treatment. Others address a multiplicity of needs, as in the case of community service districts, which can offer up to 16 different services. Districts' service areas can range from a single city block to vast areas which cross city and county lines. Many of the San Joaquin Valley's rural special districts are members of the Small Communities Network. The Fresno State Connect-Rural Development Center will reach out to these special districts directly or through the Small Communities Network.

#### **Rural Community Based Organizations**

Fresno State Connect-Rural Development services will also be made available to community-based organizations that support rural cities, unincorporated rural communities, and rural special districts. Many of these organizations are active participants of the Small Communities Network. The Fresno State Connect-Rural Development Center will reach out to organizations directly or through the Small Communities Network.

#### **Small Communities Network**

Established in the Fall of 2009, the goal of the Small Communities Network (SCN) is to create a unified voice for rural communities in the San Joaquin Valley to pool resources, carry enhanced political clout, engage in regional planning initiatives while maintaining community culture, and develop appropriate community and economic development strategies that will lead to greater equity and quality of life. Members of the network include city staff and elected officials, business owners, workforce development personnel, planners, members of non-profit and community-based organizations and representatives for state and federal elected officials. The SCN is currently staffed by the California Coalition of Rural Housing and the Office of Community and Economic Development at Fresno State. The SCN will serve as a referral mechanism for members to the Fresno State Connect –Rural Development Center.

## **Fresno State Connect-Rural Development Center**

The Fresno State Connect program exists to further Fresno State's role in community engagement. Located within the Office of Community and Economic Development (OCED) at Fresno State, Fresno State Connect will act as a clearing-house of information regarding the University's extensive inventory of knowledge, experts, and resources. The goal is to connect the off-campus community with Fresno State by referring inquiries to appropriate University entities in a more effective and efficient manner. The Rural Development Center is one of the initial programs offered through Fresno State Connect.

## **CERECC: Center for Economic Research and Education of Central California**

The Center for Economic Research and Education of Central California (CERECC) is an ancillary unit of the Department of Economics at Fresno State. The mission of CERECC is to integrate and utilize the expertise of the Department of Economics on a broader regional basis. The goal of CERECC is to enhance economic development in our region through the promotion of quality economic research and economic education. To realize this goal, CERECC provides economic research on issues relevant to the Central Valley and brings this information to local educators and the community.

## **CMP: Lyles College of Engineering, Construction Management Program**

The Construction Management Program (CMP) resides in the Lyles College of Engineering at Fresno State. It is an interdisciplinary program that is committed to educating the future professionals in the construction industry. These professionals, who are known as constructors, will execute architectural designs, apply engineering principles, manage project resources, and represent suppliers and manufacturers in the construction industry. The program places emphasis on the acquisition of both fundamental theoretical knowledge and the application of current practices in the industry. The program strives to provide assistance to the student in the development of personal qualities including human sensitivity, disciplined reasoning, and communications.

## **CRPC: Community and Regional Planning Center**

The Community and Regional Planning Center (CRPC) is located within the College of Social Sciences at Fresno State and is designed to serve as a planning-related knowledge clearinghouse for the San Joaquin Valley. Through its faculty, associates and students, it will develop and deliver technical assistance to communities, addressing issues such as affordable housing, land use planning, zoning, environmental assessment, and energy conservation. It will support planning-related knowledge sharing and innovation through disseminating best land use practices, encouraging peer learning, publishing data analysis and research, and incubating and testing new ideas for sustainable development and resource conservation in the region.

## **CWI: California Water Institute**

The California Water Institute (CWI) is an academic center of excellence for research, education, and policy analysis of issues involving water resources. Faculty, scientists, and technicians of the CWI laboratory collaborate with government agencies, other academic and research institutions, and private industry on a variety of projects by providing expert services in areas of environmental and water analyses. Within CWI is the Center for Disadvantaged Communities Water Assistance, whose purpose is to help small community drinking water and wastewater treatment systems develop the tools necessary to protect the public health and safety of the surrounding environment. It does this through the sharing and direct application of knowledge designed to improve the physical, financial, and organizational components of systems as they strive to increase the availability of safe, sustainable and reliable drinking water and wastewater treatment for all Californians.

## **HHS: Health and Human Services**

The primary mission of the College of Health and Human Services (HHS) at Fresno State is to provide a professionally oriented education at the undergraduate level and provide graduate programs in specialized disciplines that serve the needs of students and the emerging needs of residents and health and human service providers in the San Joaquin Valley. The College's laboratories, centers and institutes, working with faculty in each academic program, address issues of bridging health policy, nursing, social services, children, and obesity as well as other challenges facing all segments of the population across the region. Also included are several off-campus research and training centers which serve as catalysts to bring together the resources of the College and community professionals, agencies and organizations to improve the health and welfare of communities located within the region. The fundamental process linking all programs within the college is professional collaboration based on a common vision and a commitment to service.

### **Lyles Center-TCP:**

#### **Lyles Center for Innovation and Entrepreneurship-Technology Commercialization Program**

The Technology Commercialization Program (TCP) is managed by the Lyles Center for Innovation and Entrepreneurship at Fresno State. TCP helps entrepreneurs, small and medium businesses; local governments and non-profit agencies achieve commercial success by conducting market research, idea feasibility, idea development, identifying intellectual property, recommending intellectual property protection mechanisms, and assisting in ideas to market commercialization.

## **OCED: Office of Community and Economic Development**

The Office of Community and Economic Development (OCED) is dedicated to aligning Fresno State's intellectual capacity and innovation-driven economic development initiatives to improve the competitiveness and prosperity of the San Joaquin Valley. In supporting economic development innovation, OCED collaborates with regional industry clusters to develop a strategic approach to development, technology transfers, workforce development initiatives, infrastructure needs, and collaborative industry relations. Three direct results of OCED's activities are the California Partnership for the San Joaquin Valley (Partnership), the Regional Jobs Initiative (RJI), and Fresno State Connect. The initiatives are based on the idea that regional economies are made up of a series of related industries, or clusters, that benefit one another. The initiatives continue to convene experts and leaders committed to sustainable community and economic development, environmental stewardship, and human advocacy for the San Joaquin Valley region.

## **UBC: University Business Center**

The University Business Center (UBC) serves as the outreach arm for the Craig School of Business at Fresno State offering professional development programs and state of the art meeting facility. The UBC focuses on providing businesses and professionals with services and resources to foster growth, job creation and economic prosperity. Built in 1987 with donations from private businesses the UBC has an impressive history of serving private enterprises and public organizations in California's Central Valley.

## **CALED: California Association for Local Economic Development**

The California Association for Local Economic Development (CALED) is the premier statewide professional economic development organization dedicated to advancing its members' ability to achieve excellence in delivering economic development services to their communities and business clients. CALED's membership consists of public and private organizations and individuals involved in economic development: the business of creating and retaining jobs.

In the Central Valley, CALED has focused its efforts on technical assistance and has led strategic funding trips with representatives from the US Economic Development Administration, the US Department of Agriculture-Rural Development, and the California Housing & Community Development. These highly successful trips enabled smaller communities to identify funding sources for much needed infrastructure and job-creating projects. This work is just one example of the continuous effort CALED has put into encouraging economic development in California's rural communities.

### **CCRH: California Coalition for Rural Housing**

Formed in 1976 following a farm worker housing conference, the California Coalition for Rural Housing (CCRH) is one of the oldest state low-income housing coalitions in the country. Through advocacy, organizing, research, and technical assistance, its goal is to make the case for rural housing improvement and strengthen the capacity of the non-profit and public sectors to provide affordable housing and related facilities. Members are primarily community-based non-profit and public developers, including the largest self-help housing producers in the U.S., as well as local government officials, and local activists concerned about rural quality of life. CCRH administers the San Joaquin Valley Housing Collaborative, a regional organization comprised of government and non-profit representatives from the eight county region, as well as the Small Communities Network.

### **CITD: Center for International Trade Development**

The Center for International Trade Development - Fresno (CITD) was founded in 1989 as part of the State Center Community College District (SCCDD) outreach efforts to assist new and existing industries. It is also one of ten statewide initiatives funded by the California Community Colleges, Economic & Workforce Development Program (EWDP). In 1998, the Fresno Center was officially designated as one of the 14 CITD offices in the State of California. Today the Fresno Center is the leading provider of export trade research, education, and training in Central California. It was named the CITD's Ag-Hub, and with a Memorandum of Agreement with the California Department of Food and Agriculture (CDFA), hosts all incoming food and agricultural international buying missions to California. The mission of the CITD is to advance California's economic development and global competitiveness by providing quality training and services to small to medium sized enterprises that are potential or current exporters or importers. The Center serves over 500 businesses each year and conducts over 20 export workshops with an average annual turnout record of over 200 businesses.

### **CVBI: Central Valley Business Incubator**

The Central Valley Business Incubator (CVBI) is a 501(c) (3) nonprofit organization that provides business incubation services and technical assistance to entrepreneurs and innovators. Its overarching goal is to foster community and economic growth opportunities through the development of small business. CVBI also has a Virtual Incubator that enables it to provide web-based technical assistance and training aimed to support entrepreneurs and innovators in the creation and launch of new small businesses. CVBI's Virtual Incubator is a robust, content-rich, technical assistance and training site that leverages a unique user-friendly and intuitive interface via the internet. CVBI's Virtual Incubator provides its services in both English and Spanish and enables communities to offer complete business incubation services, without the costs of traditional bricks and mortar rent or staff expenses.

### **FAHCC: Fresno Area Hispanic Chamber of Commerce**

The Fresno Area Hispanic Chamber of Commerce (FAHCC) is committed to developing strategies and setting policies to better serve all business interests in the Fresno area, and assist in accomplishing their goals towards growth, while keeping in mind the number of Spanish and English speaking business owners interested in the

welfare of the Fresno Area Hispanic community. It is also committed to effectively utilize existing resources by forming productive partnerships with corporations, small businesses, community and government entities in order to provide Spanish and English-speaking members with quality programs and opportunities.

### **FCOG: Fresno Council of Governments**

The Fresno Council of Governments (FCOG) is a voluntary association of local governments. FCOG fosters intergovernmental communication and coordination, undertakes comprehensive regional planning with an emphasis on transportation, provides for citizen involvement in the planning process and supplies technical services to its member governments. FCOG is a member of the Regional Policy Council (RPC), which is the lead agency for San Joaquin Valley Blueprint coordination activities and is committed to incorporating rural communities in the San Joaquin Valley into this regional planning process. In all these areas FCOG serves as a consensus builder to develop an acceptable approach on how to handle problems that do not respect political boundaries.

### **RCAC: Rural Community Assistance Corporation**

The Rural Community Assistance Corporation (RCAC) is a nonprofit organization that provides technical assistance, training and financing so rural communities achieve their goals and visions. RCAC's work encompasses a wide range of services including technical assistance and training for environmental infrastructure; affordable housing development; economic and leadership development; and community development finance. These services are available to a variety of communities and organizations including communities with populations of fewer than 50,000, other nonprofit groups and tribal organizations.

RCAC seeks new partnerships and opportunities to advance comprehensive community development and is committed to green initiatives in its programs and its organizational operations. The core values have been rooted in RCAC culture from the beginning: Quality, Respect, Integrity, Cooperation and Commitment.

### **SHE: Self-Help Enterprises**

Self-Help Enterprises (SHE) is a private, nonprofit 501(c) (3) tax exempt corporation established under the laws of the State of California. Its mission is to improve the living conditions and community standards of low-income families in an eight-county rural area of California's San Joaquin Valley. Over the past 35 years, SHE has assisted small disadvantaged communities develop over 100 water and wastewater projects for over 26,000 people in the eight San Joaquin Valley counties. SHE has provided technical assistance to the water and/or sewer providers in these disadvantaged communities to enable them to address critical community facilities needs. SHE has also assisted 5,839 families to build their own homes through the mutual self-help housing program, developed and owns 1,154 deed restricted affordable rental units, repaired or rehabilitated 5,907 homes, and financially assisted 1,369 families in the purchase of their first home.

SHE has found that lasting community empowerment comes through the active participation of the community organizations that represent and serve them. Each of these communities has a governing board that is composed of volunteers who are responsible for all infrastructure matters, including compliance with regulations, budgeting and procurement, setting user rates, collecting user fees, staffing decisions, and system operation and maintenance. SHE staff provide training to community board members to help them work with project engineers, contractors, a multitude of funders, local government, and all other stakeholders and is glad to be a partner in the efforts of the Rural Development Center.

## **USDA-RD: U. S. Department of Agriculture-Rural Development**

USDA Rural Development is committed to helping improve the economy and quality of life in rural America. Its financial programs support such essential public facilities and services as water and sewer systems, housing, health clinics, emergency service facilities and electric and telephone service. It promotes economic development by supporting loans to businesses through banks, credit unions and community-managed lending pools. USDA Rural Development offers technical assistance and information to help agricultural producers and cooperatives get started and improve the effectiveness of their operations. It also provides technical assistance to help communities undertake community empowerment programs.

USDA Rural Development has a \$115 billion portfolio of loans and will administer \$20 billion in loans, loan guarantees and grants through our programs in the current fiscal year. It achieves its mission by helping rural individuals, communities and businesses obtain the financial and technical assistance needed to address their diverse and unique needs. With Service Centers in Kern, Fresno, Merced, Stanislaus and Tulare Counties, USDA Rural Development is well equipped to offer its services and resources to all rural communities in the San Joaquin Valley.

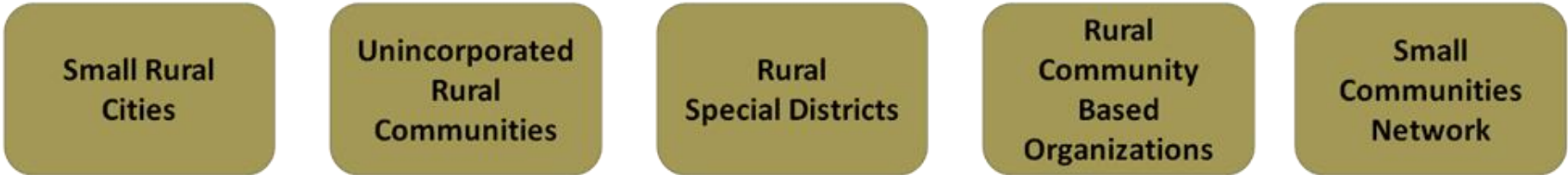


**FRESNO STATE CONNECT – RURAL DEVELOPMENT CENTER**  
*Connecting Everyone to Opportunity*

OFF-CAMPUS PARTNERS



ON-CAMPUS PARTNERS





February 23, 2011

CALIFORNIA  
STATE  
UNIVERSITY,  
FRESNO

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**RE: Letter of Interest on Technical Assistance for Sustainable Communities Building Blocks**

Submitted to Kevin Nelson via email [nelson.kevin@epa.gov](mailto:nelson.kevin@epa.gov)

The Office of Community and Economic Development (OCED) at California State University, Fresno, on behalf of the eight county region of the San Joaquin Valley, submits the following request for consideration for technical assistance tool No. 6, *Using Smart Growth to Produce Fiscal and Economic Health*. A day-long regional workshop on the above-named subject is critical to the progressive successes of a recently awarded \$4 million Sustainable Communities Regional Planning Grant in the San Joaquin Valley – Smart Valley Places. Smart Valley Places is an unprecedented consortium of 14 urban cities from throughout the eight county region of California's San Joaquin Valley in partnership with four non-profit organizations, Fresno State, the 8 Valley Metropolitan Planning Organizations, and the 8 Valley Economic Development Corporations. Through a number of innovative components, Smart Valley Places will produce realistic, sustainable urbanization plans that bridge jurisdictions by focusing growth in urban areas to preserve agriculture and minimize suburbanization, plus address local and regional mass transit, energy and housing issues. However, our region continues to face a problem of disconnect between plans and action.

One of the most significant contributing factors to the region's ongoing quality of life challenges that have resulted from years of sprawl development is the lack of a regional vision and connection between smart growth principles in theory and the implementation of local policies that reflect those principles. While the region appears to be embracing smart growth principles as demonstrated by the successful proposal for Smart Valley Places, and the adoption of the Valley Blueprint Principles, there remains a disconnect in the implementation of those principles in the form of smart growth policies and development. This disconnect is arguably attributed to a fundamental misunderstanding that smart growth is expensive, unprofitable and therefore reserved for only the best of economic times – not during one of the most devastating economic crises experienced by the region and state of California. However, the Smart Valley Places partners recognize that as the Valley's population continues to grow, municipal budgets are reduced, and the region continues to struggle with higher than average jobless, poverty and foreclosure rates, implementing smart growth projects and principles in our Valley communities becomes ever more necessary. All of our Valley cities and communities need to embrace the notion that smart growth is not just a quality of life issue, but is also a prosperous regional strategy that will produce fiscal and economic benefits through stimulating private investment, lowering energy costs, reducing tax costs and spurring new job creation. The concept that smart growth is worth the investment, even in the worst of economic times, is an idea that needs to be proliferated throughout the region in order to assist and maximize the impact the federally funded Smart Valley Places initiative currently underway, and truly build the foundation of understanding and action needed to transform the San Joaquin Valley from one of the most economically distressed regions in the nation, to the prosperous and vibrant regional economy that is at the heart of California's recovery.

OCED is requesting technical assistance from the EPA for a one-day regional workshop in a central location in the San Joaquin Valley for the purpose of informing residents, valley city leaders and staff, elected officials and private sector representatives of the economic and quality of life implications of continued sprawl development, and the importance of embracing smart growth policies throughout the

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Economic Development

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THE CALIFORNIA STATE UNIVERSITY

region. Critical to this process will be the demonstration of outcomes and examples of best practices adopted by other areas, and most importantly, to demonstrate how the region's economic health will benefit. Necessary to a full understanding of sustainability and smart growth is the expertise offered by EPA, Housing and Urban Development (HUD) and Department of Transportation (DOT).

The rationale for this request and the urgency in addressing this disconnect is based on the following characteristics of the San Joaquin Valley:

- The Valley's economy is heavily based on agriculture, and the growth in population and inefficient land use allows development to outpace farm acreage. Since 1990, the American Farmland Trust reports urban development has consumed an acre of land for every 9.4 people statewide. In the San Joaquin Valley, the rate was an acre for every 8 people.
- Between 91% and 95% of Valley residents depends on a car for transit, averaging about 25 miles per day in VMT. Valley commuters rack up 240 million miles in commuting, producing 173 tons of mobile exhaust greenhouse gas. All Valley MSAs are listed in *Particulate Matter (PM-2.5) 2006 Standard Nonattainment State/Area/County Report* as of June 2010. The San Joaquin Valley MSAs are also designated as severe non-attainment for 8-hour ozone, according to *8-Hour Ozone Nonattainment State/Area/County Report*. Further, an April 2010 annual air-quality report by the American Lung Association issued an "F" to all eight counties in the San Joaquin Valley. The Valley accounts for five of the 10 urban areas with the highest spikes in fine particle pollution, the worst showing of any air basin in the country. The rankings were based on data from 2006 to 2008, the most recent available. Aside from local bus services and Amtrak, the San Joaquin Valley does not currently have high-capacity transit, thus, the majority of residents use cars, which are also major contributors to emissions. This dependence carries with it adverse health effects. In the San Joaquin Valley, on-road motor vehicles make up 58 percent of oxides of nitrogen (NOx) emissions, one of the major contributors to ozone, and 11 percent of fine particulates.
- San Joaquin Valley's water is categorized as impaired, based on the U.S. Environmental Protection Administration's "EnviroMapper for Water."
- Compact Cities are in the higher double-digit rates for unemployment. Fresno's jobless rate in December, for example, was 17.2%. Poverty is overwhelming, averaging between 22%-25% in the Valley, nearly double the state and national rates. As cities, counties and the state face massive deficits, sustainable growth is central to economic and fiscal health.

It is expected that the proposed regional workshop will result in a vastly improved understanding of smart growth, sustainability and livability principles and the reasons why such measures are necessary to create and maintain a healthy, prosperous economy; particularly among elected officials who will in turn adopt policies that embrace smart growth tenets. This knowledge is critical to our region's ability to translate the principles that have been introduced to our communities and elected officials through Smart Valley Places and the Valley Blueprint, into policies that will help divert the San Joaquin Valley from its current path of unsustainable sprawl development.

OCED and its Smart Valley Places regional partners are willing and able to provide the assistance required for this workshop, including working with EPA consultants, planning the agenda, conducting widespread outreach, and retaining a conference facility and necessary materials. The primary point of contact is Mike Dozier, Director of OCED, who can be reached at (559)294-6021. Thank you in advance for your consideration of our request.



California Partnership for the  
San Joaquin Valley

March 2, 2011

The Honorable Michael Rubio  
Senator, California State Senate  
State Capitol, Room 2066  
Sacramento, CA 95814

**RE: Partnership support for SB 325, the Central California Railroad Authority Act**

Dear Senator Rubio:

On behalf of the California Partnership for the San Joaquin Valley (Partnership), I write to express support for Senate Bill 325, the Central California Railroad Authority Act. Short-haul rail lines are an essential part of the greater freight rail system in California and are a vital tool for the movement of goods throughout the San Joaquin Valley. The structure developed by this legislation that will protect short-haul rail lines in Fresno, Tulare, Kings and Kern Counties from abandonment and removal is critical to ensure continued freight rail transportation in the San Joaquin Valley.

As you know, the southern San Joaquin Valley continues to deal with short-haul operators abandoning useable sections of rail lines while not being held to California Environmental Quality Act requirements, nor notifying metropolitan planning organizations of their intent to abandon. The systematic removal of these segments has significant environmental and economic impacts to the region. Removing rail options increases the number of goods shipped by truck which significantly impacts local air quality. Economic impacts include reduced options for shippers and receivers and increased maintenance costs for both local roads and state highways due to increased truck traffic. In contrast, highways that are abandoned or relocated require environmental documents to be made available for public review and comment. SB 325 is intended to provide a structure and mechanism through the creation of the Central California Railroad Authority to prevent additional short-haul rail abandonments in Kern, Tulare, Kings and Fresno Counties. Otherwise, the reversion of land ownership rights and subsequent environmental review processes create an insurmountable obstacle to reintroducing rail to the region.

The Partnership is a public-private collaborative sharply focused on improving the San Joaquin Valley's economic vitality and quality of life. Created by Governor Schwarzenegger in 2005, the Partnership convened stakeholders from throughout the eight county region and developed a Strategic Action Proposal which set forth strategies and specific actions to address challenges in the region. The protection and preservation

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of short-haul rail in the San Joaquin Valley is consistent with the actions and objectives set forth in this proposal as it “enhances good movement capacity while increasing safety, decreasing congestion, improving air quality and promoting economic development.”

Ideally, the Central California Rail Authority will eventually play a key role in establishing a short-haul rail network throughout the entire San Joaquin Valley, from Kern County to the Port of Oakland. This valley wide short-haul rail network would benefit the region greatly, most notably in five areas identified by the San Joaquin Valley Regional Policy Council:

- Economic Stimulus – Transportation investment on average results in 45,000 new jobs per \$1 billion in expenditures. In addition, rail increases state revenue through exports;
- Trade Deficit Reduction – Better rail infrastructure between the Valley and the ports will help increase the 40% share of the \$24 billion in agricultural products exported from the Valley;
- Energy Independence – Products shipped by rail are 10 times more energy efficient than trucks, reducing oil consumption and our dependence on foreign sources;
- Improved Air Quality – Rail access between the Valley and the ports could reduce 400 trucks per day on Interstate-5, one of the largest reductions in diesel emissions for any project in the state;
- Combat Climate Change – Using rail to transport more freight between the ports and the Valley would eliminate hundreds of tons of greenhouse gas emissions per year.

Short-haul rail in the San Joaquin Valley remains a priority for the Partnership as it is not only critical to efficient goods movement throughout the region, but is also a key component to our region’s efforts to improve air quality and provide safe highway travel for valley motorists. Thank you for your leadership on this issue, and please do not hesitate to contact me if the Partnership can be of assistance as SB 325 moves through the California State Legislature.

Sincerely,



Ashley Swearengin  
Chair, California Partnership for the San Joaquin Valley

CC: Senator Mark DeSaulnier  
Senator Ted Gaines  
Senator Tom Harman  
Senator Robert Huff  
Senator Christine Kehoe  
Senator Alan Lowenthal  
Senator Fran Pavley  
Senator Joe Simitian

# San Joaquin Valley Regional Policy Council



Item 8

DATE: March 25, 2011  
TO: SJV Regional Policy Council  
FROM: Michael Sigala, Coordinator for Director's Committee and Policy Council  
RE: 2010 California Regional Progress Report, Meeting Agenda Item

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During our Sacramento Valley Voice trip in February 2011, Heather Fargo with the Strategic Growth Council provided us with a copy of the *2010 California Regional Progress Report* prepared for the California Department of Transportation, and the California Strategic Growth Council.

The Report summarizes and compares various indicators across California regions including land use, transportation, job growth, health, and energy consumption.

The attached pages include summary graphs and data from the Report for your informational purposes.

# 2010 California Regional Progress Report

Item 8

## Summary of Regional Progress

		Bay Area	Butte	Central/S.E. Sierra	Monterey Bay Region	N. Sacramento Valley	North Coast	Northeast Sierra	Sacramento Area	San Diego	San Joaquin Valley ★	San Luis Obispo	Santa Barbara	Shasta	Southern California	CALIFORNIA
<b>EFFICIENT TRANSPORTATION AND LAND USE</b>																
Vehicle Miles Traveled	per Capita, 2001-2008															
	Total, 2001-2008*															
Vehicle Fuel Consumption	per Capita, 2000-2007*															
	Total, 2000-2007															
Conversion of Agricultural lands to Urban & Built-up Uses	1996-1998 to 2004-2006															
Urban Greening*	per Capita, 2010															
<b>ECONOMIC COMPETITIVENESS AND OPPORTUNITY</b>																
Job Growth	2002-2008															
Wage Growth*	1996-2008															
Green Employment & Establishments*	Employment, 1995-2008															
	Business Establishments, 1995-2008															
Housing Affordability	Renters, 2005-2008															
	Owners, 2005-2008															
<b>ENVIRONMENTAL HEALTH</b>																
Air Quality*	Particulate Matter 2.5, 2000-2004 to 2005-2009															
Asthma	2001-2007															
Overweight & Obesity	2001-2007															
<b>RESOURCE EFFICIENCY AND CONSERVATION</b>																
Energy Use per Capita	Non-Residential Electricity Consumption, 2001-2008															
	Residential Electricity Consumption, 2001-2008															
	Non-Residential Natural Gas Consumption, 2001-2008															
	Residential Natural Gas Consumption, 2001-2008															
Urban Water Use*	per Capita, 1995-2005															

\* Denotes that the measure and/or indicator is new for this report and was not included in the 2007 California Regional Progress Report.

■ The region experienced an improvement over the designated time period (three years or longer). An improvement could mean decreased or increased values or rates, depending on the indicator.

■ The region has not made progress on the indicator; yellow signals caution

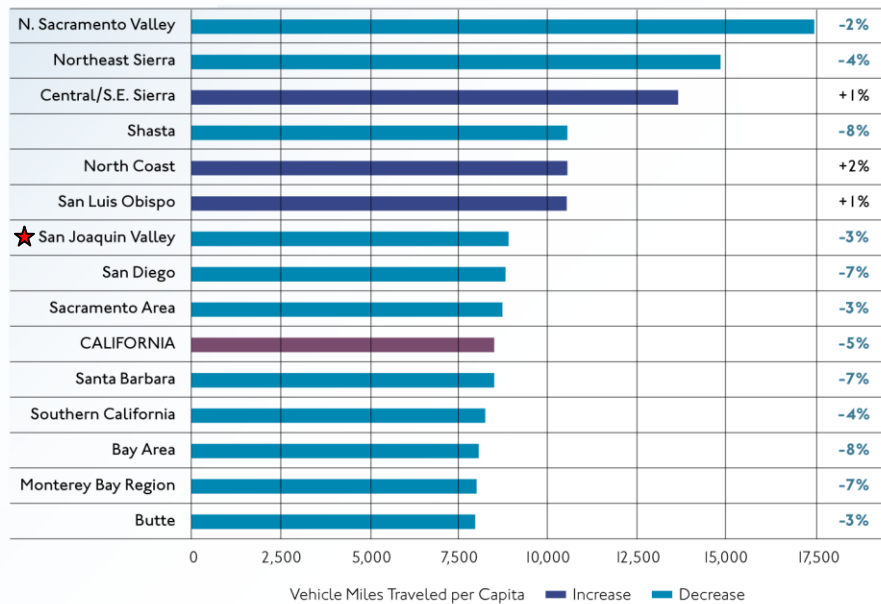
■ There was a small gain, but may not reflect a measurable change due to lack of precise data.

□ Reflects where data are not available, especially for rural or smaller regions.

### Vehicle Miles Traveled (VMT) per Capita

2008

% Change  
2001–2008



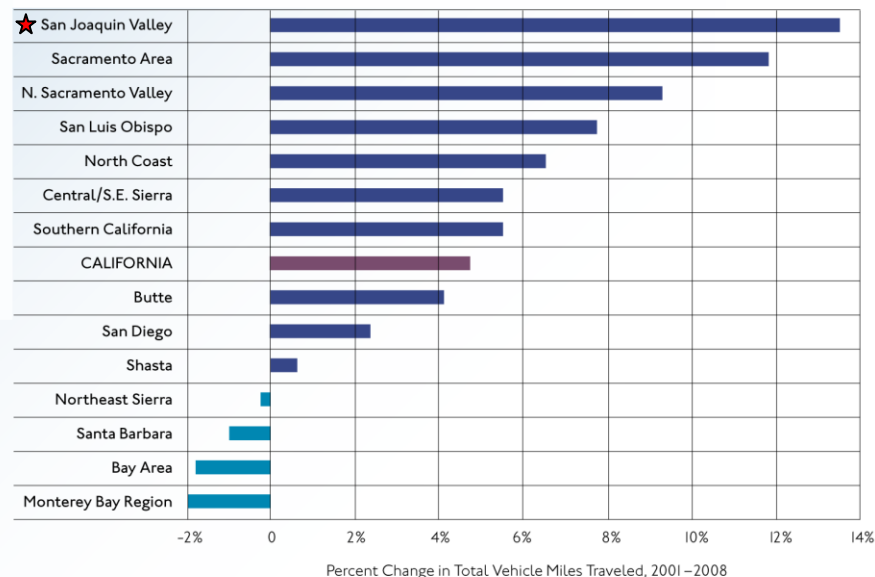
**Data Source:** California Department of Transportation; California Department of Finance

**Analysis:** Collaborative Economics

- VMT per capita decreased by 3% in the San Joaquin Valley between 2001 and 2008

### Total Vehicle Miles Traveled (VMT)

Percent Change 2001–2008



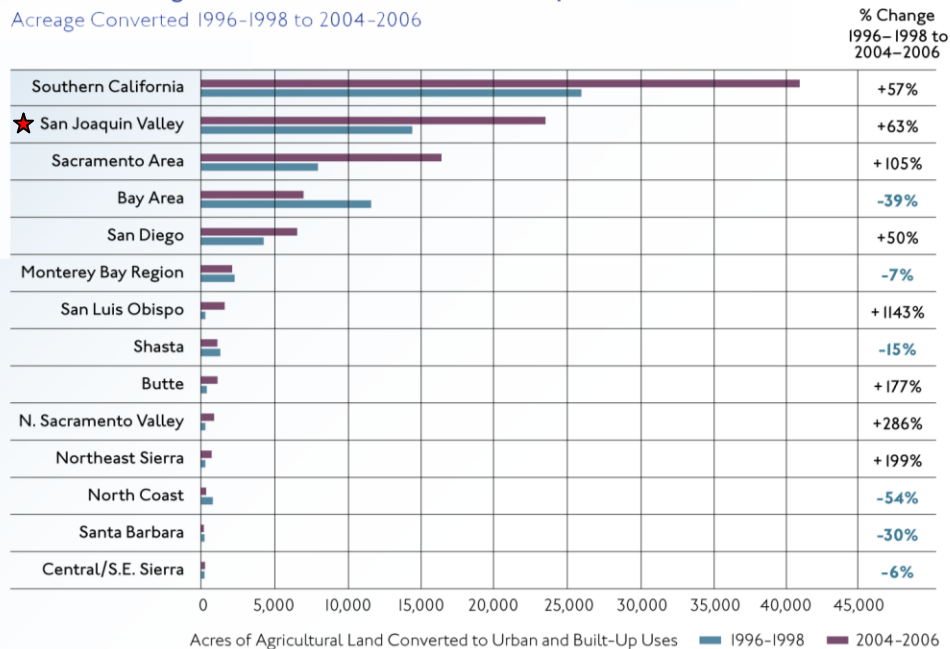
**Data Source:** California Department of Transportation; California Department of Finance

**Analysis:** Collaborative Economics

- However, the San Joaquin Valley had the largest increase in total Vehicle Miles Traveled between 2001 and 2008 with a near 14% increase.

### Conversion of Agricultural Lands to Urban and Built-Up Uses

Acreage Converted 1996-1998 to 2004-2006



**Data Source:** California Department of Conservation; State Farmland Mapping and Monitoring Program

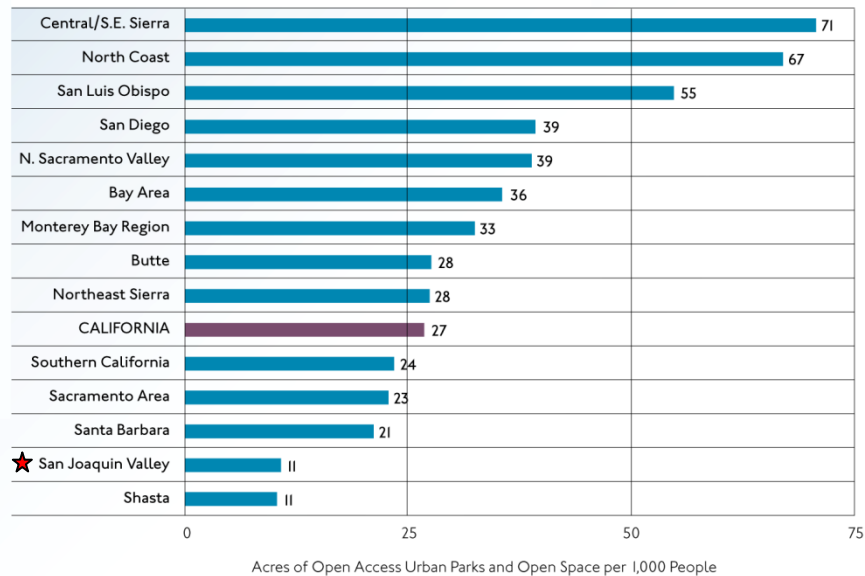
**Analysis:** Collaborative Economics

- The SJV increased the rate of agricultural land conversion to urban and built-up uses by 63% when comparing 1996-1998 rates to 2004-2006.

### Urban Park and Open Space Acreage per Capita

Acres of Open Access Urban Parks and Open Space per 1,000 People

As of June 2010



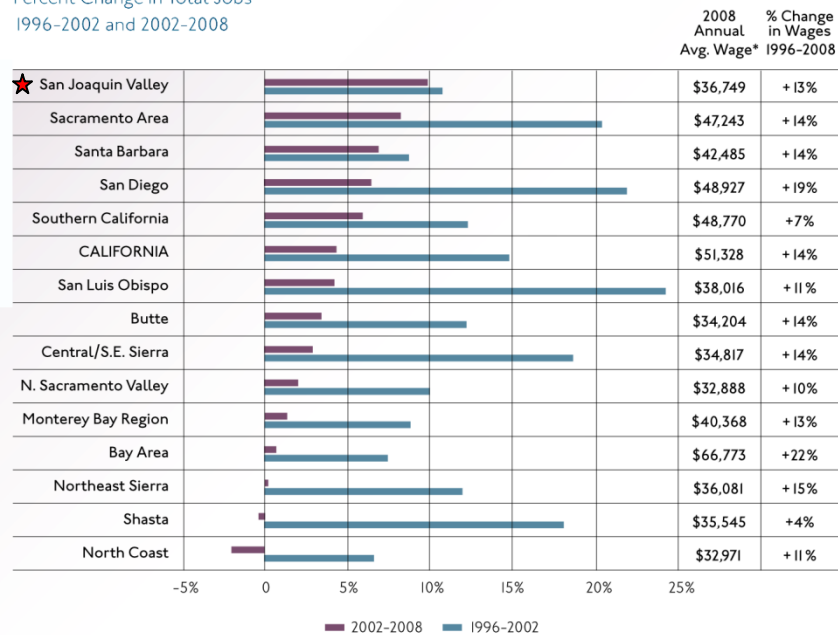
**Data Source:** GreenInfo Network, California Protected Areas Database; California Department of Finance

**Analysis:** Collaborative Economics

- The SJV had the smallest amount of urban park and open space acreage per capita in the state.

## Employment Growth

Percent Change in Total Jobs  
1996-2002 and 2002-2008



\* Annual average wage is adjusted for inflation and shown in 2009 dollars.

Data Source: U.S. Bureau of Labor Statistics, Quarterly Census of Employment and Wages (QCEW)

Analysis: Collaborative Economics

- The SJV experienced a 13% increase in wages between 1996 and 2008, however has one of the lowest average wages in the state.

## Renters and Owners with Housing Costs Exceeding 30 Percent of Income

American Community Survey 3-year Estimates 2006-2008

RENTERS PAYING IN EXCESS OF 30%		OWNERS PAYING IN EXCESS OF 30%	
Bay Area	47%	Butte	36%
Monterey Bay Region	50%	Sacramento Area	42%
Sacramento Area	52%	San Joaquin Valley	41% ★
CALIFORNIA	52%	Shasta	37%
San Diego	53%	North Coast*	36%
San Joaquin Valley	51%	San Luis Obispo	42%
Southern California	54%	Bay Area	43%
San Luis Obispo	55%	Santa Barbara	43%
Santa Barbara	56%	Northeast Sierra*	37%
Shasta	54%	CALIFORNIA	44%
Northeast Sierra*	47%	San Diego	45%
North Coast*	51%	Southern California	45%
Butte	58%	Monterey Bay Region	47%
Northern Sacramento Valley	48%	Northern Sacramento Valley	37%
Central/SE Sierra*	50%	Central/SE Sierra*	40%

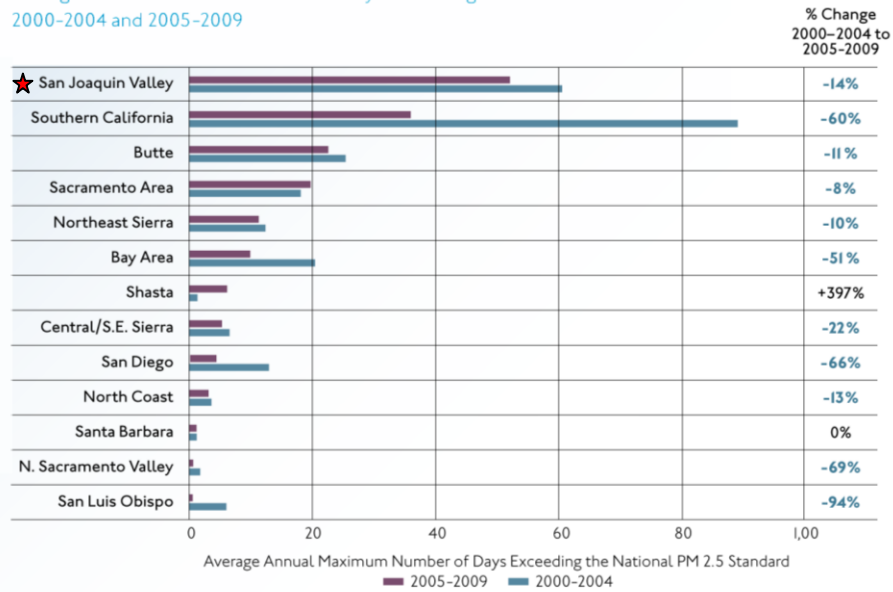
Source: U.S. Census Bureau, 2006-2008 American Community Survey, 3-year estimates, B25106. Tenure by Housing Costs as a Percentage of Household Income in the Past 12 Months; regional data compiled by HCD

\*Does not include data for all counties within a region: North Coast does not include Trinity County; Northeast Sierra does not include Modoc and Sierra Counties; Central Sierra does not include Alpine, Inyo, Mariposa, and Mono Counties.

- The SJV, like the rest of California, show a high percentage of owners and renters paying in excess of 30% of their income for housing.

### Air Quality: Particulate Matter 2.5

Average Annual Maximum Number of Days Exceeding the National PM 2.5 Standard  
2000-2004 and 2005-2009



**Note:** Data for Monterey Bay Region counties is unavailable.

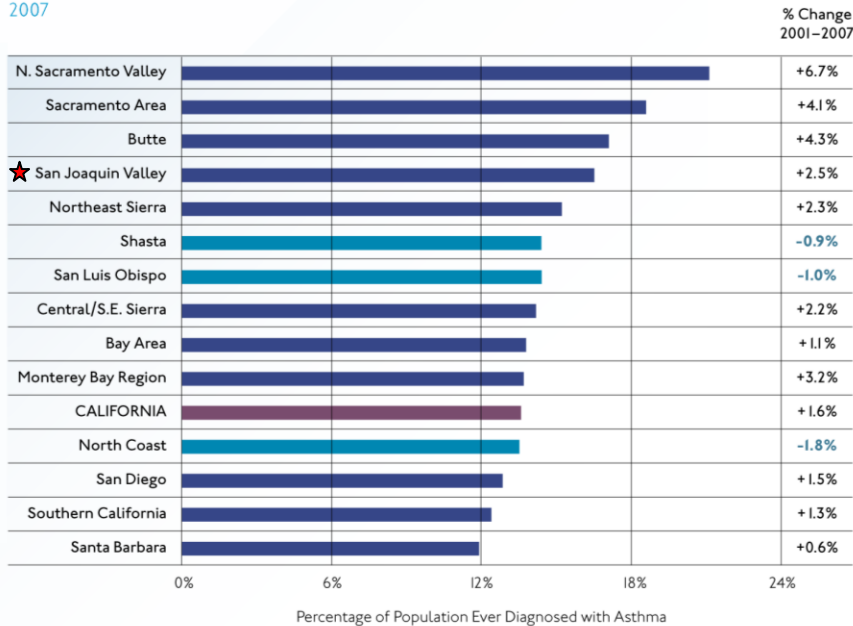
**Data Source:** California Air Resources Board

**Analysis:** Collaborative Economics

- The SJV had the highest average annual maximum number of days exceeding the National PM 2.5 standards between 2005 and 2009.

### Percentage of Population with Asthma

2007



**Data Source:** UCLA Center for Health Policy Research, California Health Interview Survey

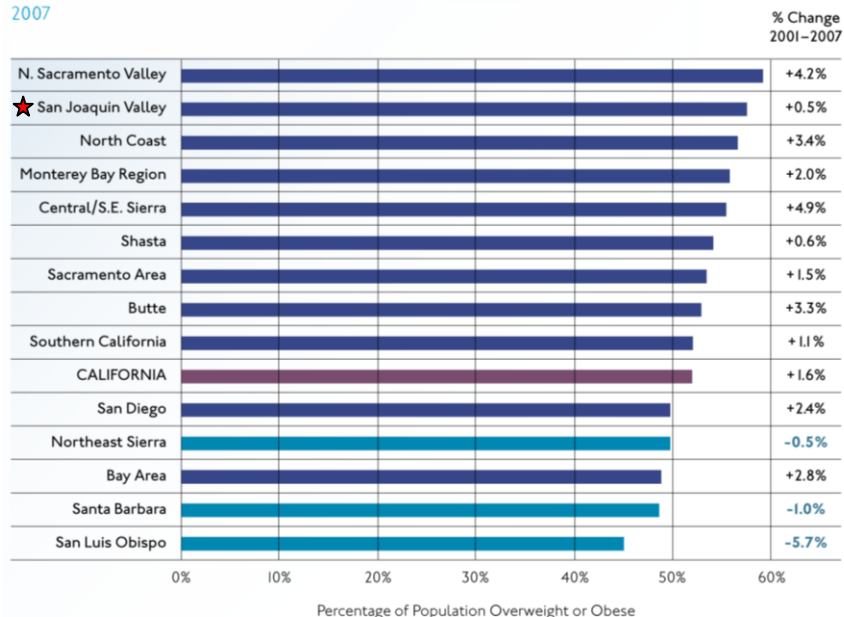
**Note:** Del Norte and Trinity data is included in the Northeast Sierra Region and excluded from the North Coast Region

**Analysis:** Collaborative Economics

- The SJV had the fourth highest change in percentage of adult population with Asthma in the state between 2001 and 2007.

### Percentage of Population Overweight or Obese

2007



**Data Source:** UCLA Center for Health Policy Research, California Health Interview Survey

**Analysis:** Collaborative Economics

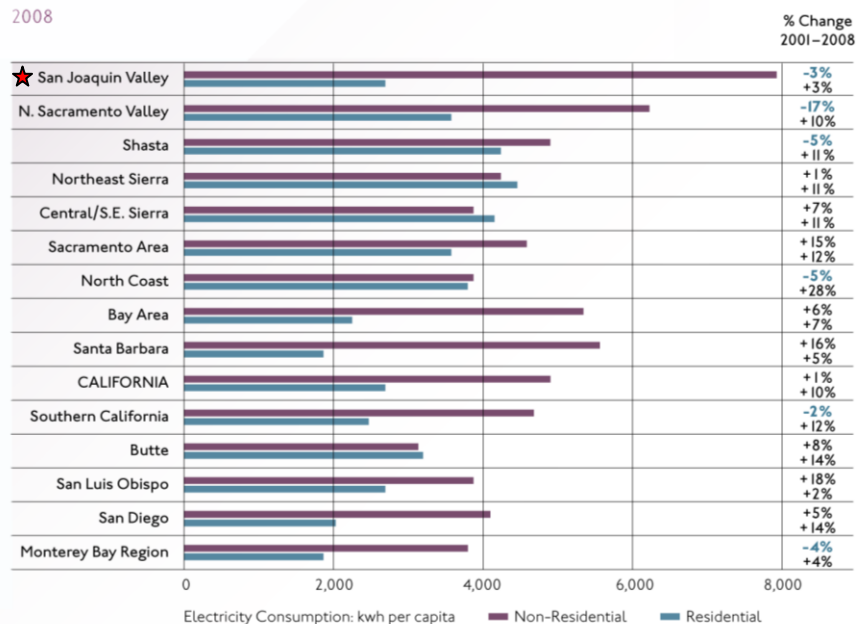
**Note:** Del Norte and Trinity data is included in the Northeast Sierra Region and excluded from the North Coast Region

- The SJV had the second highest percentage of population that is overweight or obese between 2001 and 2007.

### Electricity Consumption per Capita

Residential and Non-Residential

2008



**Data Source:** California Energy Commission; California Department of Finance

**Analysis:** Collaborative Economics

- The San Joaquin Valley had the highest non-residential electricity consumption per capita in the state between 2001 and 2008.

**Item # 9**

March 25, 2011

TO: San Joaquin Valley Regional Policy Council

FROM: Barbara J. Steck, AICP, Deputy Director  
SJV Blueprint Program Manager

RE: Blueprint Roadmap - Documents include Summary Report, Guidance Framework  
(Implementation Strategy) and Web-based Toolkit - Review and comment  
<http://www.fresnocog.org/document.php?pid=187>

**Action: Information Item. Acceptance of deliverables is scheduled for June 24, 2011 Regional Policy Council meeting.**

**Background:**

In early 2006 the eight Regional Planning Agencies (MPOs) in the San Joaquin Valley came together in an unprecedented effort to develop a coordinated valley vision – the San Joaquin Valley Regional Blueprint. This eight county venture has been conducted in each county, and was ultimately integrated to form a preferred vision for future development throughout the Valley to the year 2050. The Blueprint is a bottom up, voluntary endeavor that is intended to engage and guide local agencies in their pursuit of sustainable development patterns within their own jurisdictions and throughout the Valley.

**The Blueprint planning process - Eight individual Valley MPOs planning in unison**

*Phase 1:* Values and Vision – gathered from community input

*Phase 2:* Goals, Objectives and Performance Measures based upon Values and Vision

*Phase 3:* Evaluation of alternative “what if” growth scenarios in each county

- Selection of preferred county level scenarios for Valleywide analysis
- Evaluation of four Valleywide alternative scenarios
- Adoption of Smart Growth Principles and Preferred Growth Scenario for Valley

*Phase 4:* Develop documents to memorialize the Blueprint planning process, suggest strategies for implementation and provide a toolkit to assist planners with integrating the Blueprint Smart Growth Principles into local planning processes.

**On April 1, 2009, after a full vetting in each of the eight San Joaquin Valley Counties, the Regional Policy Council reviewed the Valley MPOs' collaborative work on the Blueprint and took the following actions:**

- Adopted a list of Smart Growth Principles to be used as the basis of Blueprint planning in the San Joaquin Valley.
- Adopted Scenario B+ as the Preferred Blueprint Growth Scenario for the San Joaquin Valley to the year 2050. This preferred scenario will serve as guidance for the Valley's local jurisdictions with land use authority as they update their general plans.

Since its inception, the Blueprint planning process has been billed as a bottom up and voluntary process. Those assurances remain as the Valley Regional Planning Agencies move forward in their work with their member agencies to help integrate the Blueprint Smart Growth Principles into local planning processes. The documents being discussed today have been developed to help in this pursuit.

**In February 2010, the Valley RPAs entered into a contract with Mintier Harnish to prepare three deliverables that comprise the Blueprint Roadmap:**

- SJV Blueprint Planning Process Summary Report (September 2010)
- Draft SJV Blueprint Guidance Framework (Implementation Strategy) February 15, 2011
- SJV Blueprint – Planners Toolkit (web based) – the as yet unreleased beta version is available at <http://toolkitvalleyblueprintorg.alias.strangeocode.com/>

The Blueprint Project Managers from each RPA, the Valley Planners Working Group, the RPA Directors and other stakeholder groups have all been involved in reviewing and commenting on the three deliverables that comprise the Blueprint Roadmap. The first two documents along with the comments received on the Guidance Framework through February 15th are available on line at <http://www.fresnocog.org/document.php?pid=187>

**At the Valley Planners Working Group meeting on February 23, 2011, the following items emerged as concerns related to the draft Guidance Framework:**

1. The document should describe what traffic modeling was done during the development of the Blueprint. If traffic modeling was not done, the document should to disclose that.
2. The document needs to state that the Blueprint is completely voluntary.
3. The word "implementation", as it is used in the document needs to be defined. For example since the Blueprint is voluntary, then "implementation" would apply to those wanting to incorporate the 12 Blueprint Smart Growth Principles and density targets in their local general plan and development codes. In short if an agency or agencies desire to promote or incorporate the Blueprint into their policies and land

use/ transportation planning efforts then the Guidance Framework would provide them with assistance in implementing the Blueprint.

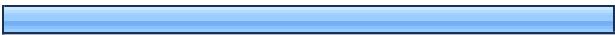

**Conclusion and Recommendation:**

The Valley Regional Planning Agencies have engaged their local jurisdictions in the Blueprint Planning Process for five years. As promised it has been an inclusive, bottom up endeavor that is voluntary in nature. I believe that Caltrans intends for Blueprint planning to become an ongoing process that will lend itself to the upcoming work on Sustainable Communities Strategies. The outreach and engagement alone, along with information sharing and relationship building will likely have long term benefits. What may be on many local agency planners' minds at this point is the lack of resources to do the work necessary to move toward implementation. Prop 84 will help, but the extent of need may be greater than the resources available. That remains to be seen.



Because this is an information item, the task before us at this time is to discuss the comments and concerns we have received thus far. The schedule then calls for each RPA to engage their member agencies in in-depth discussions on the documents so that any further comments or concerns about the deliverables can be gathered for consideration and direction by the Regional Policy Council on June 24, 2011. Following the June 24<sup>th</sup> meeting, the Roadmap documents will be revised to reflect Regional Policy Council direction.

1. Overall, do you feel that the trip was worthwhile?



Item 11

		Response Percent	Response Count
Yes		92.9%	13
No		7.1%	1
Additional Comments			4
answered question			14
skipped question			0



2. Would you be interested in participating in a similar effort next year?

		Response Percent	Response Count
Yes		92.9%	13
No		7.1%	1
Additional Comments			2
answered question			14
skipped question			0



### 3. Would you be willing to take part in a larger effort in Washington D.C. during the month of September 2011?

		Response Percent	Response Count
YES		91.7%	11
NO		8.3%	1
Additional Comments			6
answered question			12
skipped question			2



### 4. Were one day and a half of meetings in Sacramento adequate?



		Response Percent	Response Count
Yes		92.3%	12
No		7.7%	1
Additional Comments			3
answered question			13
skipped question			1

**5. Did you find the meetings with the Assembly and Senate members and the State agencies productive?**



		Response Percent	Response Count
Yes		76.9%	10
No		23.1%	3
Additional Comments			3
answered question			13
skipped question			1



**6. Are there additional elected officials or state agencies that we should be meeting with? If so, please provide suggestions.**



		Response Percent	Response Count
YES		84.6%	11
NO		15.4%	2
Additional Comments			9
answered question			13
skipped question			1

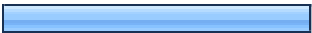

7. Was the information provided during the meetings useful to you and your COG?			
		Response Percent	Response Count
Yes		84.6%	11
No		15.4%	2
Additional Comments			1
answered question			13
skipped question			1


8. What do you plan on doing with the information you received at the meetings?		Response Count
		10
answered question		10
skipped question		4

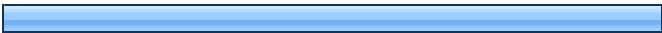
9. Do you feel that the delegates spoke with one Valley voice during the meetings?			
		Response Percent	Response Count
Yes		92.3%	12
No		7.7%	1
Additional Comments			8
answered question			13
skipped question			1



10. Do you feel that the legislative requests were understandable, reasonable and measurable?			
		Response Percent	Response Count
YES		84.6%	11
NO		15.4%	2
Additional Comments			4
answered question			13
skipped question			1

11. Do you feel that the commitments received from Legislators and state agency staff adequately addressed the requests made by the SJV delegation?			
		Response Percent	Response Count
YES		53.8%	7
NO		46.2%	6
Additional Information			5
answered question			13
skipped question			1

12. Should more time be dedicated in the morning to debrief and plan and review the daily events?			
		Response Percent	Response Count
YES		46.2%	6
NO		53.8%	7
Other (please specify)			3
answered question			13
skipped question			1

13. Were four advocacy issues an acceptable number?			
		Response Percent	Response Count
Yes		100.0%	13
No		0.0%	0
Additional Comments			6
answered question			13
skipped question			1

14. Were your Valley Voice binders adequate? If not, what should have been included or excluded?			
		Response Percent	Response Count
Yes		100.0%	13
No		0.0%	0
Additional Comments			2
answered question			13
skipped question			1

15. Did you find the hotel accommodations to be adequate?			
		Response Percent	Response Count
Yes		90.9%	10
No		9.1%	1
Additional Comments			4
answered question			11
skipped question			3

16. Any suggestions on how we could improve the trip:		Response Count
		6
answered question		6
skipped question		8

## 1. Overall, do you feel that the trip was worthwhile?

Additional Comments		
1	From the standpoint of letting people in Sacramento that we exist, yes.	Feb 12, 2011 1:25 AM
2	I thought that the ones we talked to really listened to our problems we face in the valley to get projects moving! It's so expensive & time consuming just to get the permits processed!	Feb 13, 2011 4:37 AM
3	The timing could be better. most of the legislators that we met had only been there a short time. The schedule was to packed.	Feb 14, 2011 4:20 PM
4	It is essential that the group make a presence in Sacramento. Even with the challenges of this trip and the criticisms outlined later in this survey, our trip acheived the most important objective and that is showing a united front.	Feb 17, 2011 5:58 PM

## 2. Would you be interested in participating in a similar effort next year?

Additional Comments		
1	There need to be a better schedule for me to participate.	Feb 14, 2011 4:20 PM
2	We have to keep this up to become good at it.	Feb 17, 2011 5:58 PM

## 3. Would you be willing to take part in a larger effort in Washington D.C. during

Additional Comments		
1	However, we need to be better prepared than we were last year. For instance, we set up meetings with transportation people last year before learning from the consultant at breakfast that we should have approached departments like defense, etc., that had money and that there were ways we could lobby them for money.	Feb 12, 2011 1:25 AM
2	Maybe, depending on the date	Feb 13, 2011 4:37 AM
3	If it is well planned.	Feb 14, 2011 4:20 PM
4	Maybe	Feb 15, 2011 11:58 PM
5	We need to meet with the President's governmental affairs representative.	Feb 16, 2011 12:23 AM
6	Our effort in 2010 was not that good, but I am hopeful we will do better in 2011.	Feb 17, 2011 5:58 PM

## 4. Were one day and a half of meetings in Sacramento adequate?

Additional Comments		
1	I think we could have met with more from the new Administration and made it longer. This is a transition year so I imagine it very difficult to get their time. Next year should be different.	Feb 12, 2011 12:58 AM
2	We have done a better job in the past.	Feb 14, 2011 4:20 PM
3	One day might have been enough, second day seemed a little weak	Feb 14, 2011 10:11 PM

## 5. Did you find the meetings with the Assembly and Senate members and the

Additional Comments		
1	It would have been nicer if they had shown up in person, but I understand considering the difficulties of the budget.	Feb 12, 2011 12:58 AM
2	we should be meeting with all of them, if not all, many more than we did this year	Feb 16, 2011 12:47 AM
3	My response is actually pretty ambivalent.	Feb 17, 2011 5:58 PM

## 6. Are there additional elected officials or state agencies that we should be

Additional Comments		
1	See #4 above.	Feb 12, 2011 12:58 AM
2	Yes any that will listen & actually try to help us get thru the political bull!	Feb 13, 2011 4:37 AM
3	Depends on the subjects that we are trying to address	Feb 14, 2011 10:11 PM
4	Key Committee members.	Feb 15, 2011 11:52 PM
5	Senator Wolk AssemblyMember Berryhill	Feb 15, 2011 11:58 PM
6	Governors office	Feb 16, 2011 12:23 AM
7	BT&H Secretary, CTC Chair and Valley CTC member, more legislators	Feb 16, 2011 12:47 AM
8	The Governor himself; and the Speaker of the House.	Feb 16, 2011 5:17 PM
9	The only electeds we met with with Valley reps. That is important, but we need to influence the Legislator and that means some committee chairs and people from elsewhere in the state who we can look to make an impression on who might not otherwise talk to Valley folk.	Feb 17, 2011 5:58 PM

## 7. Was the information provided during the meetings useful to you and your

Additional Comments		
1	A proper response would likely be "maybe". Nothing immediate, but over time there may be something we can do with this.	Feb 17, 2011 5:58 PM

## 8. What do you plan on doing with the information you received at the

Response Text		
1	Advocate and build upon the effort.	Feb 11, 2011 11:10 PM
2	I have already Followed through with the connections that I made through the process. It was very useful.	Feb 12, 2011 12:58 AM
3	Be realistic about what we can expect from the state	Feb 12, 2011 1:25 AM
4	Tell everyone that I think that they really listened. We've already got a call from one of them to our transportation head!	Feb 13, 2011 4:37 AM
5	great background info	Feb 14, 2011 10:11 PM
6	Store it in my memory bank to use for future policy decisions.	Feb 15, 2011 11:52 PM

## 8. What do you plan on doing with the information you received at the

Response Text		
7	Share with local elected officials and COG	Feb 15, 2011 11:58 PM
8	I will give a report at our COG meeting this coming Tues.	Feb 16, 2011 12:23 AM
9	transmitting to our COG Board and committees	Feb 16, 2011 12:47 AM
10	We need to hone this information and our message with what we learned at the event.	Feb 17, 2011 5:58 PM

## 9. Do you feel that the delegates spoke with one Valley voice during the

Additional Comments		
1	I was very happy to see that they did!	Feb 12, 2011 12:58 AM
2	Sort of. We really got off track the later the day drug on. I'm not sure that the housing discussion was relevant.	Feb 12, 2011 1:25 AM
3	Several of the local elected officials went off script.	Feb 14, 2011 4:20 PM
4	We absolutely spoke with one voice.	Feb 15, 2011 11:52 PM
5	I believe that because of the past trips we have made we work together very well. Also the state and feds realize that the Valley Voice is here to stay.	Feb 16, 2011 12:23 AM
6	yes, for the most part, there were some defections and digressions, the group needs to be briefed and briefed again on protocols	Feb 16, 2011 12:47 AM
7	For the most part. However, in the future I think it would be good to have a prep meeting for the delegates to go over their presentations.	Feb 16, 2011 5:17 PM
8	This is for the most part. Not a good idea for policy council members to move onto individual agendas (LeMoore air base and nuclear energy), but this was not that big an issue. Bigger concern is that we are representing the Valley to develop a working relationship with legislators. Not good to get in an argument or go toe to toe with legislator. Do that in private and on your own time.	Feb 17, 2011 5:58 PM

## 10. Do you feel that the legislative requests were understandable, reasonable

Additional Comments		
1	Yes, except for the housing discussion which was awkward	Feb 12, 2011 1:25 AM
2	There needs to be improvements made to our policy positions, more detail than was presented including legislative language	Feb 16, 2011 12:47 AM
3	In some cases we did not make it apparent what our ask was.	Feb 16, 2011 5:17 PM
4	Another ambivalent response. Assemblymember Perea was very reasonable and clear. Assemblymember Grove not reasonable and not helpful.	Feb 17, 2011 5:58 PM

## 11. Do you feel that the commitments received from Legislators and state

Additional Information		
1	Mostly!	Feb 13, 2011 4:37 AM

## 11. Do you feel that the commitments received from Legislators and state

Additional Information		
2	We are currently in very difficult times.	Feb 14, 2011 10:11 PM
3	Since we are in the middle of the budget cycle, many of the speakers were unable to address some of our concerns, because a few of them are connected to funding within the budget.	Feb 15, 2011 11:52 PM
4	I don't recall hearing any commitments of substance from any of our guests	Feb 16, 2011 12:47 AM
5	Not really, though my expectations weren't that high. This is a long term process and we will get there.	Feb 17, 2011 5:58 PM

## 12. Should more time be dedicated in the morning to debrief and plan and

Other (please specify)		
1	There should have been better control of the meeting taking place. People were off target at times.	Feb 12, 2011 1:25 AM
2	We need to take the time to practice our presentations.	Feb 14, 2011 10:11 PM
3	No. There probably needs to be more work in the months leading up to the effort to assist the council members in formulating and developing a more specific set of asks.-	Feb 17, 2011 5:58 PM

## 13. Were four advocacy issues an acceptable number?

Additional Comments		
1	It will depend from year to year. This year asking for just 4 was a smart approach. Next year may or may not be different.	Feb 12, 2011 12:58 AM
2	Definitely no more than 4. There probably should have only been 3	Feb 12, 2011 1:25 AM
3	Can vary depending on what's "hot"	Feb 14, 2011 10:11 PM
4	If we have too many issues, we will be all over the place with our message.	Feb 15, 2011 11:52 PM
5	4 is fine, but greater detail	Feb 16, 2011 12:47 AM
6	Three to five is the magic range.	Feb 17, 2011 5:58 PM

## 14. Were your Valley Voice binders adequate? If not, what should have been

Additional Comments		
1	The binder was perfect.	Feb 15, 2011 11:52 PM
2	Sure. You can never have enough bullet points.	Feb 17, 2011 5:58 PM

## 15. Did you find the hotel accommodations to be adequate?

Additional Comments		
1	We do not need suites.	Feb 14, 2011 4:20 PM
2	Holiday Inn is very nice and much less expensive	Feb 14, 2011 10:11 PM
3	great hotel accommodations	Feb 16, 2011 12:47 AM
4	No comment.	Feb 17, 2011 5:58 PM

## 16. Any suggestions on how we could improve the trip:

Response Text		
1	Just those provided above. I appreciate the good job done by those that organized the trip. Thank you for having me along!	Feb 12, 2011 12:58 AM
2	First night's dinner was Italian, lunch was Italian, second night Italian, would be nice to mix it up a little.	Feb 14, 2011 10:11 PM
3	Next time do not schedule our meetings in the cafeteria. It was too loud and too open to have an open dialogue. The Hyatt has a small conference room that can fit the One Voice participants.	Feb 15, 2011 11:52 PM
4	additional preparation with electeds on front-end and follow-up trips to monitor and restress our issues on the back-end	Feb 16, 2011 12:47 AM
5	A bit more pre-trip planning for the presenters.	Feb 16, 2011 5:17 PM
6	<p>I understand the trade off between holding the meeting in the basement so electeds would have good access, and meeting in a hotel nearby. Still the basement was noisy, busy, and at times awkward. Also, if we are going to make an impression of substance, the basement is not the right image. I understand how we ended up there, but I think we might reconsider the tradeoffs if we get stuck in that situation again.</p> <p>We should probably bring in someone to do a session with electeds and staff on good advocacy. It is not always saying what comes to your mind. We can be more effective if we understand that how we say it can be more effective than what we say.</p>	Feb 17, 2011 5:58 PM

# San Joaquin Valley Regional Policy Council



Item 12

DATE: March 18, 2011  
TO: SJV Regional Policy Council  
FROM: Ronald E. Brummett, Executive Director  
By: Robert Phipps, Administrative Services Director  
RE: Support for the Central California Railroad Authority, Meeting Agenda Item

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## DESCRIPTION:

Senate Bill 325 (Rubio-Bakersfield) establishes the Central California Railroad Authority among Kern, Kings, Tulare and Fresno counties as a last-resort option to avoid short-line rail abandonments.

## DISCUSSION:

In February 2011, State Senator Michael Rubio (D-Bakersfield) agreed to sponsor a bill on Kern COG's behalf to establish the Central California Rail Authority among Kern, Kings, Tulare and Fresno counties. The Authority would serve as a last-resort option to purchase short-line rail that is in danger of abandonment. That bill is now known as SB 325.

Short-haul rail lines are an essential part of the greater freight rail system in Central California. Short-haul operators are abandoning usable section of rail lines, and are not required to conform to California Environmental Quality Act requirements or to notify metropolitan planning organizations of the intent to abandon a rail segment.

Rail shippers and receivers along short-haul lines in Kern, Tulare and Fresno counties have seen fees, charges and rates increase as much as 2,000 percent in one year for handling the same volume of railcars as the previous year. As rail traffic decreases on the short-haul rail lines, they are then abandoned, removed from operations and the track sold for scrap. Already, a 30-mile segment of short-haul rail has been completely abandoned, with the track removed, from Jovista in northern Kern County to Exeter in Tulare County.

The systematic removal of short-haul rail segments has significant environmental and economic impacts to Central California. Environmentally, removing a rail option increases the number of goods shipped by truck, impacting local air quality. Economic impacts include reduced options for shippers and receivers and increased maintenance costs for both local roads and state highways due to increased truck traffic. In contrast, highways that are abandoned, relocated or newly constructed require environmental documents to made available for public review and comment.

The Central California Rail Authority is intended to provide a structure and mechanism of last resort to prevent additional short-haul rail abandonments in Kern, Tulare, Kings and Fresno counties. Otherwise, the reversion of land ownership rights and subsequent environmental review processes create an insurmountable obstacle to reintroducing rail.

The Authority intends to use local funding sources to purchase short lines in the identified counties before further abandonments can take place and then lease the line to operators who have an interest in maintaining the track for profit. While no specific funding streams to purchase rail lines have been identified to date, the four COGs are considering potential sources such as local transportation measures and San Joaquin Valley Air Pollution Control District funding

Ideally, the Central California Rail Authority will eventually play a key role in establishing a short-haul network through the entire San Joaquin Valley, stretching from Kern County to the Port of Oakland, largely for agricultural and petroleum-based goods. In theory, this line could also eventually provide commuter connection service to high-speed rail stations in Central California.

ACTION:

Approve a “support” position for SB 325 and authorize Chair to sign a letter to that effect.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**CHAPTER 1. General Provisions [93300-93308]**

SECTION 1. Section 93300 is added to the Government Code, to read:

93300. This title shall be known and may be cited as the Central California Railroad Authority Act.

93301. It is the intent of the Legislature, in enacting this title, to provide an alternative for ensuring railroad service if the Surface Transportation Board (Board) authorizes the abandonment or discontinuance of service on, or in the event of the bankruptcy or sale of the San Joaquin Valley Railroad line in the counties of Kern, Kings, Tulare and Fresno.

It is the intent of the Legislature to provide a means to consider and, if justified, to pursue economic development opportunities and projects related to rail service along railroad lines in the participating counties.

It is the further intent of the Legislature that this title not provide a justification for the Board to grant a petition for abandonment or discontinuance of service on any of those lines.

93304. It is the intent of the Legislature that the authority be expanded to include the counties of Madera, Merced, Stanislaus and San Joaquin if those counties choose to be included at a future date.

93305. It is the intent of the Legislature that the authority be administered through a joint powers agreement among the Regional Transportation Planning Agencies in each of the named counties.

93306. The Legislature finds and declares that maintaining railroad service through Central California will provide economic benefits and, in addition, do all of the following:

(a) Ensure continuing short-line freight railroad service between Kern County and Fresno County.

(b) Explore opportunities for the improvement of short-line rail service, including passenger service connecting to high-speed rail stations, extending from Kern County to the Port of Oakland.

(c) Reduce reliance on motor vehicles and encourage the use of rail service as an alternative transportation means.

(d) Reduce traffic congestion on and deterioration of State Highway Route 99 and Interstate 5.

(f) Provide convenient and attractive short-line transportation service for shippers through Central California.

93307. As used in this title "authority" means the Central California Rail Authority.

93308. The authority is a local agency for purposes of the Disaster Assistance Act (Chapter 7.5 (commencing with Section 8680) of Division 1 of Title 2).

## **CHAPTER 2. Creation of the Authority [93309-93011]**

93309.

- a) The authority is hereby created, having a service area comprised of the Counties of Kern, Kings, Tulare and Fresno, to provide rail passenger and freight service within those counties.
- (b) The Counties of Madera, Merced, Stanislaus and San Joaquin may elect to join the authority and, if that election is made, the authority is expanded to include those counties.

93310.

- (a) The authority shall be governed by a board of directors, composed as follows:
  - (1) Two persons appointed by each of the Regional Transportation Planning Agencies of the Counties of Kern, Kings, Tulare and Fresno. If the Counties of Madera, Merced, Stanislaus or San Joaquin elects to join the authority, the Regional Transportation Planning Agencies of the counties so joining shall appoint two persons to the board of directors.
- (b) All directors, except the ex officio director, shall serve for terms of two years and until their successors have qualified.
- (c) Notwithstanding any other provision of law, including the common law doctrine that precludes the simultaneous holding of incompatible offices, a local government officer may be appointed and may serve as a member of the authority's board of directors if the person also meets the other applicable qualifications of this title.

93311.

The authority shall conduct its first meeting not later than 120 days after the abandonment or discontinuance of service on any of the railroad lines specified in Section 93001.

## **CHAPTER 3. Powers and Duties of Authority [93312. - 933.]**

93312.

The authority has all of the following powers:

- (a) To acquire, own, operate, and lease real and personal property reasonably related to the operation and maintenance of railroads.
- (b) To issue revenue bonds pursuant to Section 93024 for any purpose of the authority.
- (c) To acquire property by purchase, lease, gift, or through exercise of the power of eminent domain.

(d) To operate railroads, including those outside its boundaries in order to connect its lines with the lines of another railroad corporation.

(e) To accept grants or loans from state or federal agencies.

(f) To select a franchisee, which may be a public or private entity, to acquire or operate a rail transportation system within the area of the authority's jurisdiction.

93313.

The authority may acquire, own, lease, and operate railroad lines and equipment, including, but not limited to, real and personal property, tracks, rights-of-way, equipment, and facilities.

93314.

The authority may prepare a plan for the acquisition and operation of any railroad line specified in Section 93301, at no expense to the state, to achieve the purposes set forth in Section 93303.

93315.

After preparation of a plan pursuant to Section 93314, the authority may do any of the following:

(a) Conduct engineering and other studies related to the acquisition of any railroad line.

(b) Evaluate alternative plans from the private sector to acquire, finance, and operate a railroad system in a manner which achieves the purposes specified in Section 93003.

(c) Establish criteria for the award of a franchise.

(d) Select a franchisee to acquire, finance, and operate the railroad system.

(e) Accept grants, gifts, fees, or allocations from other entities, including private and public sources.

(f) Employ an executive officer, other staff, and consultants deemed appropriate for support of the activities of the authority.

93316.

(a) The authority may issue bonds, payable from revenues of any facility or enterprise to be acquired or constructed by the authority, in the manner provided by the Revenue Bond Law of 1941 (Chapter 6 (commencing with Section 54300) of Part 1 of Division 2 of Title 5 of the Government Code).

However, an election is not required in the case of revenue bonds authorized by the board of directors for railroad facilities, and any addition, extension, and improvement thereto, and all

other facilities authorized to be acquired, constructed, or completed by the authority under this title.

(b) The authority is a local agency within the meaning of the Revenue Bond Law of 1941. The term "enterprise," as used in that law, includes railroad facilities, and any addition, extension, and improvement thereto, and all other facilities authorized to be acquired, constructed, or completed by the authority under this title.

93317.

The state is not liable for any contracts, debts, or other obligations of the authority.



# City of Farmersville

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February 22, 2011

Item 13

Congressman Devin Nunes  
1017 Longworth House Office Building  
Washington, DC 20515

Honorable Congressman:

The City of Farmersville supports your legislation to implement the San Joaquin Valley USDA Rural Definition Inclusion Act as outlined in HR 760.

Historically, many San Joaquin Valley communities have benefited from USDA Rural Development programs, however, many truly rural communities in our Valley are losing eligibility due to population increases reflected in census data. It appears that our Year 2010 Census population will be 10,078, just over the eligibility threshold of 10,000 in USDA's Water and Environmental Program. It is anticipated that our neighboring city of Exeter will increase its population to slightly over 10,000 this census, similar to our other neighboring city of Lindsay that exceeded the 10,000 limit by 297 people in the Year 2000 census.

With the updated 2010 Census, this population cut-off will narrowly exclude our City, a town with \$27,682 median household income, 30.7% poverty, and 19.6% unemployment. Farmersville residents cannot afford the desperately needed and costly improvements to our wastewater plant without USDA Rural Development assistance. There are also other potential Farmersville water and wastewater projects in the future for which the city would need USDA funding.

We know that you understand that our city is rural in character. Our largest industry is a walnut and fruit dehydrator. Many of our residents work in the surrounding fields to support their families. Our city has incorporated smart growth principles to provide housing and services for the surrounding areas. These principles have allowed the city's development to become denser with more infill and reduced sprawl, yet we are still an agriculturally based rural community. We also understand that this is a Valley wide issue and support legislation that promotes eligibility of USDA Rural Development resources to all San Joaquin Valley rural areas.

Therefore, our City strongly supports HR 760 that you have introduced as evidenced by our Resolution 2010-139 (see attached).

Sincerely,

Don Rowlett  
Mayor

Enclosure

# Office of the Mayor

137 North F Street – PO Box 237 Exeter, CA 93221

Ph. #559-592-9244 Fax # 559-592-3556



## City of Exeter



February 22, 2011

The Honorable Devin Nunes  
21<sup>st</sup> Congressional District  
1017 Longworth House Office Building  
Washington, DC 20515

Congressman Nunes:

Joining with our neighbor cities of Farmersville and Lindsay, the City of Exeter would like to express our appreciation and support for your legislation to implement the San Joaquin Valley USDA Rural Definition Inclusion Act - HR 760.

The City of Exeter, along with other cities of similar size and nature in the San Joaquin Valley, has benefited from USDA Rural Development programs. However, like Exeter, many truly rural communities in our Valley are losing eligibility due to minor population increases. Our current population estimate from the State Department of Finance places us in the neighborhood 10,750 population. With very little growth in recent years, it would seem certain that the 2010 Census will result in an official population figure over 10,000, and perhaps below 11,000. Such a figure would place Exeter just over the eligibility threshold of 10,000 in USDA's Water and Environmental Program. The same logic suggests that our neighboring cities of Lindsay and Farmersville will find themselves in very similar circumstances.

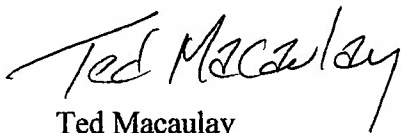
The programs offered through USDA have been of great benefit to our communities, in our case facilitating significant sewer and water main construction projects as well as the addition of two domestic water wells. While our population numbers have tipped over the 10,000 level, the basic nature of our communities and the scope of our needs have not changed.

We recognize that you are very familiar with our community, and you understand the rural characteristics of our area. Our largest industries are directly tied to the agricultural community, and many of our residents work in direct support of agricultural production – from field work to packaging to brokerage. Our city has incorporated sound planning principles to provide appropriate housing and services for our residents. These principles have allowed the city's development to become denser, with more infill and reduced sprawl, yet we are still an agriculturally based rural community. We also understand that this is a matter of concern to

smaller communities throughout the Central Valley, and we support legislation that promotes eligibility of USDA Rural Development resources to all San Joaquin Valley rural areas.

Thank you for your efforts on behalf of the people of Exeter.

Sincerely,

A handwritten signature in black ink that reads "Ted Macaulay". The signature is written in a cursive, flowing style.

Ted Macaulay  
Mayor

USDA Program Funding										
Population Thresholds for Jurisdiction Eligibility										
Cities	County	MHI	Per Capita Income	Percent Poverty	Year 2000 Population	Year 2010 Population	Unemploy- ment Percentage Oct 2010 Estimate (CA EDD)	Cut off for Water and Sewer Program Population 10,000	Cut off for Community Facility Program Population 20,000	Cut off for Business Enterprises Programs Population 50,000
<b>US Figures for 2000 Census</b>		<b>\$41,994</b>	<b>\$21,587</b>	<b>12.4%</b>						
Arvin	Kern	\$23,674	\$7,408	32.6%	12,956	19,304	36.4%			
Atwater	Merced	\$37,344	\$15,162	18.7%	23,113	28,168	16.6%			
Avenal	Kings	\$29,710	\$14,090	30.7%	14,674	15,505	23.1%			
Chowchilla	Madera	\$30,729	\$11,927	19.2%	11,127	18,720	16.4%			
Coalinga	Fresno	\$38,133	\$14,425	20.3%	11,668	13,380	17.0%			
Corcoran	Kings	\$30,783	\$13,458	26.9%	14,458	24,863**	15.6%			
Delano	Kern	\$28,143	\$11,068	28.2%	38,824	53,041	35.1%			
Dinuba	Tulare	\$33,345	\$11,566	26.2%	16,844	21,453	23.2%			
Exeter	Tulare	\$33,738	\$13,795	19.4%	9,168	10,334	10.5%			
Farmersville	Tulare	\$27,682	\$8,624	30.7%	8,737	10,588	19.6%			
Kerman	Fresno	\$31,188	\$11,495	20.2%	8,551	13,544	20.7%			
Lamont*	Kern	\$25,578	\$7,915	31.7%	13,296	15,120	25.3%			
Lemoore	Kings	\$40,314	\$15,876	13.4%	19,712	24,531	13.1%			
Lindsay	Tulare	\$24,305	\$8,230	39.9%	10,297	11,768	19.3%			
Livingston	Merced	\$32,500	\$9,231	25.2%	10,473	13,058	18.8%			
Madera	Madera	\$31,033	\$11,674	32.5%	43,207	56,692**	20.1%			
McFarland	Kern	\$24,821	\$9,524	35.2%	9,618	12,707	29.2%			
Mendota	Fresno	\$23,705	\$6,967	41.9%	7,890	11,014	40.5%			
Newman	Stanislaus	\$39,460	\$14,781	13.1%	7,093	10,224	23.9%			
Parlier	Fresno	\$24,539	\$7,078	36.0%	11,145	14,494	35.1%			
Porterville	Tulare	\$32,046	\$12,745	25.7%	39,615	52,153**	14.6%			
Reedley	Fresno	\$34,682	\$12,096	23.8%	20,756	24,194	29.8%			
Sanger	Fresno	\$32,072	\$11,695	23.7%	18,931	24,270	24.7%			
Selma	Fresno	\$34,713	\$12,834	22.7%	19,444	23,219	20.4%			
Shafter	Kern	\$29,515	\$10,961	29.2%	12,736	16,988	25.2%			
Tulare	Tulare	\$33,637	\$13,655	20.7%	43,994	57,521**	13.6%			
Wasco	Kern	\$28,997	\$14,228	27.5%	21,263	25,545	26.1%			
Winton	Merced	\$29,787	\$10,451	28.8%	8,832	10,613	23.6%			

\* Lamont is not a City, 2007 population estimate used instead of July 2009 estimate

\*\*Population estimate

112TH CONGRESS  
1ST SESSION

# H. R. 760

To authorize the Secretary of Agriculture to designate certain parts of California's San Joaquin Valley as a rural area for purposes of programs under the Consolidated Farm and Rural Development Act.

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## IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 17, 2011

Mr. NUNES introduced the following bill; which was referred to the Committee on Agriculture

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## A BILL

To authorize the Secretary of Agriculture to designate certain parts of California's San Joaquin Valley as a rural area for purposes of programs under the Consolidated Farm and Rural Development Act.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*

3       **SECTION 1. SHORT TITLE.**

4       This Act may be cited as the "San Joaquin Valley  
5       USDA Rural Definition Inclusion Act".

1 **SEC. 2. AUTHORITY OF THE SECRETARY OF AGRICULTURE**  
2 **TO DESIGNATE CERTAIN PARTS OF CALIFOR-**  
3 **NIA'S SAN JOAQUIN VALLEY AS A RURAL**  
4 **AREA FOR PURPOSES OF PROGRAMS UNDER**  
5 **THE CONSOLIDATED FARM AND RURAL DE-**  
6 **VELOPMENT ACT.**

7 Section 343(a)(13) of the Consilidated Farm and  
8 Rural Development Act (7 U.S.C 1991(a)(13)) is amended  
9 by adding at the end the following:

10 “(H) SAN JOAQUIN VALLEY.—Notwith-  
11 standing any other provision of this paragraph,  
12 within the areas of the California counties of  
13 Fresno, Kern, Kings, Madera, Merced, San  
14 Joaquin, Stanislaus, and Tulare, the Secretary  
15 may designate any part of the areas as a rural  
16 area if the Secretary determines that the part  
17 is not urban in character, other than any area  
18 included within the municipal boundaries of the  
19 city of Bakersfield, Fresno, Modesto, Stockton,  
20 or Visalia.”.

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